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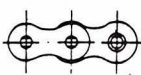
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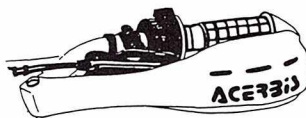
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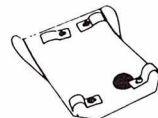
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Trail Rider MAGAZINE

On the cover: America's most experienced, still active ISDE rider, Drew Smith, prepares to squeeze Marco Elting of the Netherlands Junior Trophy team into the haybales at the 1994 Tulsa ISDE. This was Drew's 16th, and he'll do it again for sure.

March 1995
Volume 25 Number 3

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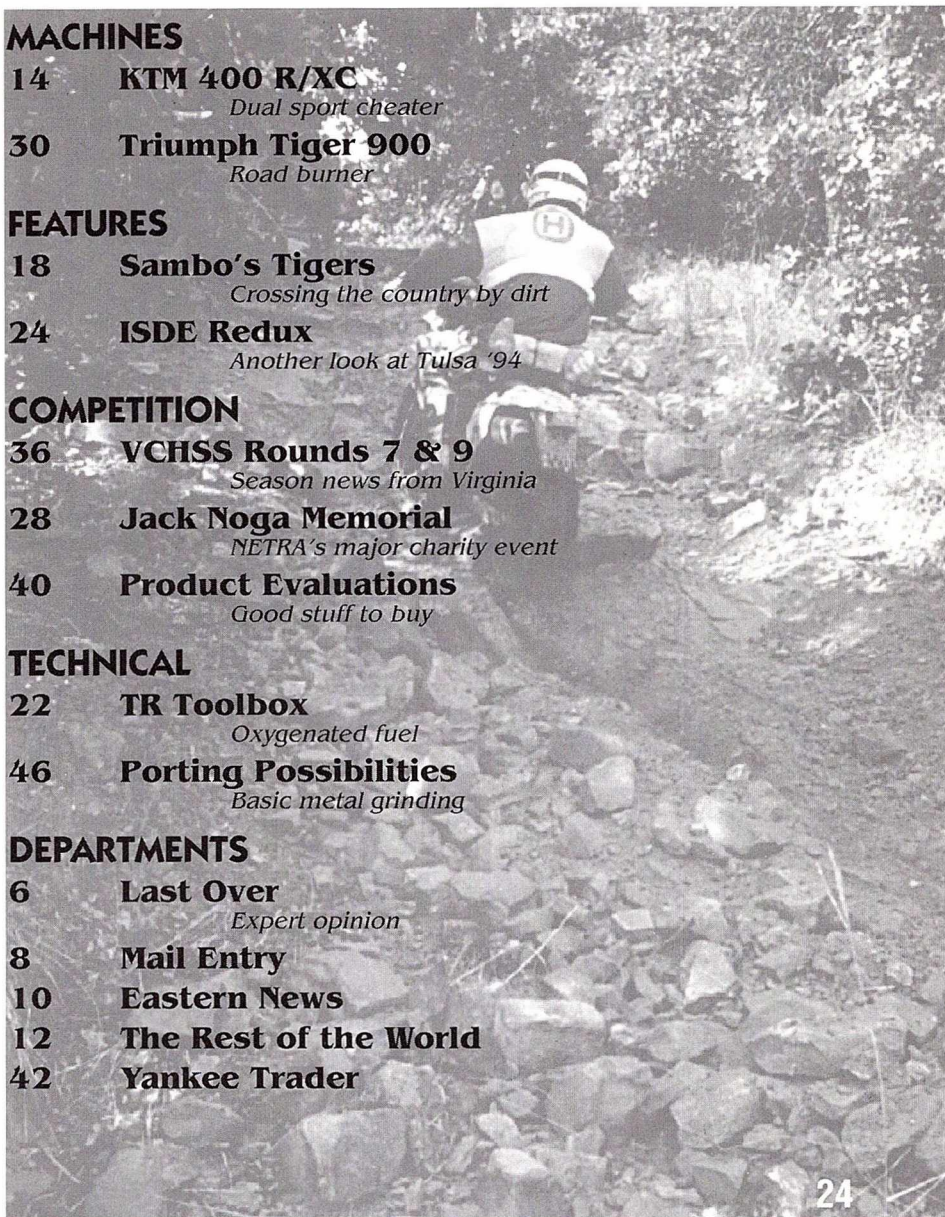
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Notice: The opinions expressed in Trail Rider are well-informed and insightful, and therefore can't possibly have come from the publisher or the staff. We just poke along here, trying to have fun and keep the east coast informed, and anyone who sees an ulterior motive or conspiracy here is sadly deluded. We recommend that you ride carefully, dress in all the protective gear you can hold, and know in advance that off-road riding can be very hazardous if you don't keep your wits about you. Remember that this whole sport is based on fun, and if you're not having fun you're going about it seriously wrong, and should find something else that makes you happier. Life is too short, eh?

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LAST OVER



by Paul Clipper

Getting Started

No, it's not going to start. Let's wheel it back into the garage. I have an idea what it might be."

So saying, Norman and Bob rolled Norm's bike back in the garage. They were all dressed and set to ride right out of Norman's yard, a starting point that normally yielded them hundreds of miles of trails of whatever kind of riding they wanted, but not this morning. After kicking Norm's bike for ten minutes, they finally gave up and rolled it back to its starting point. But that was okay, because Norman was an expert.

"I've been thinking my ignition was getting weak, so this might have been its last gasp. Let's just check it out and maybe we can get it going again real fast."

Norman dug through his toolbox and came up with a spark plug wrench to fit the water-cooled cylinder. To find it, he had to root through a half-dozen spark plug sockets that were now as useless as wheels on a worm. Even with the special wrench the plug came off in eighth-turn increments, making it a good five-minute job. "What this bike needs is a bigger gas tank..." he grunted sarcastically, the third time he smacked his knuckles against the front downtube.

With the plug out, he took a plug he knew was good and snapped it in the spark plug lead, and held it against the cylinder as Bob stroked the engine through. Norman didn't like what he saw, and he was, after all, an expert.

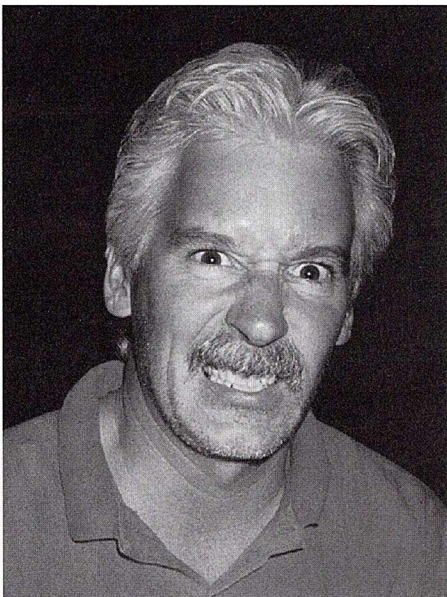
"Spark looks weak," he announced. "It's just as I thought. We'll have to track down the problem."

To get at the rest of the ignition, he had to remove the gas tank now, and to do that he pawed through a pile of sockets and screwdrivers, trying to find the special 8mm T-handle necessary to remove the tank and side panels. He finally found it under a rag on the bench, and they set to work. Ten minutes later they had the tank off and on the ground, and Norman had

his ohm meter out and was checking the coil.

"Hmmm. 75 ohms in that direction. Only ten in the other. According to the book this coil is marginal. The problem might be coming from the bottom unit, but if not, I've got another coil we can use to check."

They got down and removed the ignition cover, a job that didn't require any tool hunting since the 8mm T-handle was already found. Inside they found a little moisture, but nothing serious, and a little bit of surface rust; but again, nothing that should have caused the ignition to fail. Norman disconnected the wiring harness and then followed the manual's instructions for checking the rest



of the ignition system, each time coming up with numbers that were marginally within or out of spec for the bike.

"Well, none of it looks good, but then again none of it looks bad, either. What we can do is button up the bottom end and take a look at that carburetor, there might be a piece of dirt stuck in the pilot jet."

They took off the side panels, and since it looked like it was in the way they took the pipe off as well. With everything opened up it was simple to pull the carb, and while they were at it they took out the air filter for cleaning—it needed it—and wiped out the airbox. The carb came apart and gave up its secrets: nothing wrong with it. There was a little bit of water staining in the float bowl, but no water and no dirt as well. "To be safe, we should spray all the passages out with carb

cleaner, and then I guess we should check and see if the reeds are cracked," Norman said. "They'll sometimes make a bike hard to start."

Norman got down and looked up the exhaust port with a flashlight, just to make sure the ring wasn't stuck, and Bob had to physically restrain him from pulling down the cylinder just to check the piston clearance. Their only hope was that the coil was indeed bad, and they resolved at this point to put it all back together and try it with the spare coil.

Back on went the carb and air filter. The pipe and silencer went on next, after hunting around for another exhaust o-ring to replace one that Norman thought might be worn out. Before they covered up the ignition Norm dug out more tools and checked the timing, just to make sure it was right, which it was. "I thought so," Norman said, "I just wanted to make sure."

Bob closed up the ignition while Norm looked for the spare coil. "It isn't exactly the same, but there isn't much difference between coils anyhow," Norm said it confidently, as he removed the stocker and jury-rigged the other coil in place. Since the new coil didn't have a spark plug cap they wrapped the wire around the electrode on the plug, and then Bob kicked while Norman watched the plug. It gave a feeble-looking blue spark, but to Norman it looked like victory. "That's the trouble! All we need to do is make this coil fit and we're on our way!"

They found a pair of bolts long enough to attach the coil to the frame, then pulled the spark plug lead off the old coil and made it work on the new coil; no mean feat since it was never designed to be removed from the stock plug lead. With all the electricals put together as well as they could, they put the gas tank back on and hooked the fuel line to the carburetor. Norm started kicking first, but lost patience and gave up after only ten kicks or so. "I can't figure it out..." he cursed, looking the whole bike up and down.

Bob got on and started his turn kicking, after checking the petcock on the fuel tank, but then Norm came over and corrected him, saying "No Bob, turn the petcock all the way in, 'cause I'm low on gas and that's the 'reserve' position."

"Are you sure?" Bob finally said. "On my bike pushing it all the way in turns the gas off."

"Really....?" □

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MAIL ENTRY

The Hawaiian Challenge, Bro

Dear Paul,

Last night, I was talking to some friends about the video then showed them your magazine and they said what I have been saying all along. Hawaiian riding is very similar to the riding back east. A couple of them went to the I.S.D.E. and brought home silver medals, so they have been exposed to international competition. As we talked about the comparison, they mentioned that I should write about an upcoming event here on the island of Oahu. Matt Lyman, one of our I.S.D.E. medalists, puts on one of the big three events for trail riders every year on Thanksgiving weekend called the Turkey Day Massacre Hare & Hound. This event brings out the best from all islands and makes the Mauna Kea 200 seem easy. Last year's event was brutal! Of the 80 riders who dared to race only 15 finished! The overall winner, David Amorin, who is the king of the Kauai races, crossed the finish line in just under 5 hours. Sounds normal? The total mileage was 30 miles! It took me 7 hours and I still trophied! One of the trails they sent us through was called the Pusher Man. A mile of some of the ugliest terrain you will ever see! Of course they put that trail near the end when you're completely exhausted.

Last night, we came to the conclusion that eastern riders are our long lost cousins! If any parallels can be made with other riding areas it surely can't be the west coast! If you are interested, I will write an article about Hawaii and the races. This is not an attempt to plug my video! Gee, it sure sounds like it won't hurt my video sales!

Thanks!

Blane Chambers

Wahiawa, HI

Blane's Hawaiian riding videos will teach you a thing or two about the Hawaii you never see, and make you think twice about riding there! The tape is \$35, the address is 1740 Nakula Street, Wahiawa HI 96786.

Intense Schedule

Dear ECEA Members,

I have just received my new issue of Trail Rider magazine. Turning through the first few pages I found the 1995 ECEA event calendar. As I do every year, I grabbed my calendar off the wall and wrote down every occasion that is happening throughout the year. By looking at one big wall calendar (all the months shown next to each other) I was able to see an inconsistency with the schedule.


What I'm talking about is, for example, if you were to ride just the enduros, there are the first three weeks in a row, then

four weeks off, then five in a row, go off and on throughout the summer and by September you have three in a row followed by a whole four weeks off. It may not sound bad that way, but look at the map locations of each event and wonder if somebody from S.O.R.R. or South Penn Riders is going to want to travel back and forth to Jersey for three or four weeks in a row. Or reverse the situation, ask somebody from Tri-County or even Green Marble Riders if they like to travel far away for four or five weekends in a row. Being dedicated is one thing, but professionals we are not! I am sure that most will tell

you it's stressful, hard on the family, and costly (considering parts that broke the week before may have to be shipped overnight just to make the next race).

Being a fire-fighter, I only work two days a week. But, to be competitive in the A-class, I still find myself running around up to the very last minute just to make it to the next race, even with all that free time. The weekly pressure not only gives me headaches, but also makes me nasty to my friends and loved ones. Just me? I don't think so...just ask around!

If you are wondering what the point of all this is, I'll tell you, if you start with Sandy



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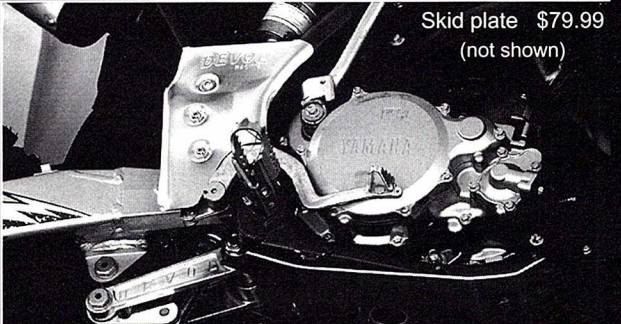
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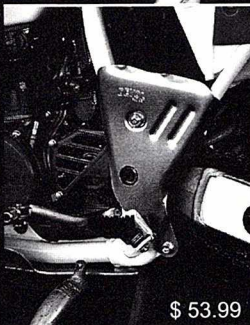


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Lane (March 19) and put an enduro every other weekend, skip over Palm Sunday and Easter then continue bi-weekly, you will find that The Stumpjumper will still end the season on November 12 as scheduled. Put the dual sports and the hare scrambles bi-weekly (in-between the enduros) for riders who choose those types of events.

I feel such scheduling will bring more riders and they're families to all the events sponsored by the ECEA. Runs put on every other week would allow clubs to finish up last minute preparations for they're event the week after, bringing no disturbance to any other clubs using the same land. With a week off a rider would have time to rebuild his/her bike if need be, without rushing and doing a horrendous job. I remind you, "We are NOT professionals!"

I could go on and on about my opinions of our event calendar. By now I hope you can see the point I am trying to make. The comments listed in this letter were compiled from talking with other ECEA members as well as my own thoughts. Consideration of the schedule idea would be deeply appreciated.

Thank you,
David P. Jobes
M.C.I., Inc.

President's Letter

Dear Trail Rider,

I would like to take this opportunity to express my thanks to all the members of the East Coast Enduro Association for their cooperation and camaraderie during my two year tenure as president. I would also like to extend my best wishes to Mike Vanovich, our 1995 president.

Several factors played into my decision not to seek a third term as ECEA president. One was a desire to be more involved in my own club's activities. Another was to be active in the newly formed New Jersey Trails Conservancy. This organization of the New Jersey clubs has great potential to serve the clubs of New Jersey as well as all recreational riders. If off road motorcycling is to continue in New Jersey we need to strengthen our collective voice. As I see, the way to do that is through the NJTC. I am looking forward to being a part of that effort and I would urge all New Jersey club members to do the same.

I would stress, however, that the NJTC and other groups like it such as PATRA, are not replacements for the ECEA. They are complements. The ECEA has a definite place in out sport and I will continue to support it as I have in the past.

Again, thanks to everyone who made the past two years a very interesting experience for me. I hope my legacy to the ECEA will be one of improvement and commitment of service.

Best wishes for the 1995 season!
Perry Hodges
ECEA President

We all owe a big "thank you" to Perry for a job well done with the ECEA, and wish him well in his future endeavors.

Don't Do This At Home

To the Good People at TR:

I have to thank you for letting me know of Sam Corro's Colorado ride. Being a first timer out there this flatlander was really blown away. It leaves you jaded—I didn't even try to start my XR since I returned until last week, I had so little desire to ride in Indiana. But it is riding time, a new KDX is on the way, and the woods are calling.

The pisser is, all the forests are closed in Indiana and we have to go to Michigan, Kentucky or even Colorado to ride legally. There is outlaw riding in the Hoosier National Forest, but you have to ride smart and stealthily to keep from getting arrested. That's why my XR is getting the frame painted black, has a new black seat cover, fork boots, etc. just to keep the law from seeing me.

We've been doing the outlaw thing since the Forest Service made the decision to not allow ORV use. (please, no lectures—I attended meetings for over twenty years trying to get it legal to ride there, only to have the door slammed and the AMA says it's not worth the \$100,000 fight to appeal it, and gave up. What else could we do?) You'd have to ride here to appreciate it—

it's really good, although there's no trails to speak of and mostly we ride cross-country creating our own. The hot setup would be a camo trials bike with a license plate. I even led a group of riding buddies from a moto track at Bedford to Tell City and back, over two days, through the Hoosier in '91 and had a blast. We did get stopped by a Conservation Officer on a paved road about a mile north of the Ohio River who told us, "Y'know there's no riding to be done around here." to which we replied as we sat astride our mud-and vine covered scooters, "Oh, no, officer, we've just been riding these old gravel roads..."

A great magazine you've got there—keep it up!

Name Withheld
Indiana □



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EASTERN NEWS



Team Manchester

We received a note from Manchester Honda (Connecticut) this week to announce their off-road team riders for 1995. It shouldn't be any surprise that Bert Guerrette will be riding out of Manchester, since he works there as the service manager. But, in addition to Bert they'll be supporting Josh McLevey, Hans Neff, Paul Milliken and Rick Claxton.

Toys for Tots '94

The long run of early-season good weather this winter helped to make the Pilgrim Sands Trail Riders' annual Toys for Tots ride a success, with a turnout of about 75 riders, each donating a toy to help make an unfortunate child's Christmas a little nicer. Walt and Wanda Savard and Tony DiRocco of PSTR were the driving forces behind the event, with the help of the entire club, of course. Wareham Suzuki, Kevin's Racing, and The Pipe Doctor all donated prizes to the rider raffle, and it was a great day for a ride. PSTR has been hosting the event for some time now, with the toys being distributed by the local fire department and a local church. They even rated a story in a local paper. Good going, PSTR!

New York Riding

A reminder from the New York Trail Riding Alliance: They have about 100 miles of trails route-sheeted in eastern

New York, and the trails need to be ridden to be broken in and packed down. Tough work, eh? Tell you what, take along your pruning clippers, and clean off the face-slappers while you're out there, and make sure you don't start until the mud's hardened-up a bit. Route sheets for the trails are only available to NETRA members, through the NETRA office. NYTRA is working on 2,000 more miles of trail throughout the state, and if this piques your interest and you'd like to get involved (they need help!) get in touch with them through the address and phone number in the box on this page.

ECEA Sponsorship

Along with his new KTM and Moose clothing sponsorship, ECEA champion Mike Lafferty will also be including the ECEA in his sponsor list. Continuing with their policy of

Event Changes

Also concerning the ECEA, please note that the event dates for this month that we printed a couple of issues back are now wrong. The "Where to Ride" box in this column is correct; Greenbrier is on 4/2, and Sandy Lane is on 3/19. If you picked up a schedule at the ECEA banquet, that's correct also...as long as a club doesn't change after this point. No matter what, we will endeavor to print the most up-to-date information in "Where to Ride" every month, but if a date changes after our publication date, which does happen now and then, we'll wind up with a bad date, so to speak. It's always best to look for an ad for the event, or call the ECEA (or NETRA, or whomever) if you just don't trust us.

New Jersey Series

The New Jersey Trails Conservancy has announced its intention to sponsor a New Jersey Championship enduro series. The new series will consist of the nine New Jersey enduros that make up the ECEA schedule, and will be open to active members of New Jersey clubs. Each club must submit a roster of riders to the NJTC to make sure their riders are eligible for points.

The New Jersey series is not intended to take the place of the ECEA, nor to compete with it. Just as other AMA Districts add selected ECEA runs to their calendar, this is meant to complement the full ECEA schedule, and give riders who can't afford to do the whole ECEA something else to shoot for.

For riders competing in the NJ series, points will be awarded in A, B, and C classes as follows: five points for each start, five points for each finish. First place 20, second place 16, third place 13, fourth place 11, fifth place 9, sixth place 7, seventh place 5, eighth place 3, ninth place 2, and tenth place 1. Points will also be awarded for member participation in approved community service events, such as the annual State Forest cleanup, and they will be substantial; either 30 or 45 points, the exact amount is up in the air yet. The riders will be competing for end-of-year awards, and the title of State Champion.

Funding for the NJTC will come from members of member clubs, and so far it has been agreed that each club will be assessed a fee of \$3 per riders at their enduro, while each member will pay \$2 per year, through their club. Out of state "constituent" members will be charged \$10 per year, and dealers can buy a special "dealer membership" for \$100 per year.

All the New Jersey clubs are receiving information on this new series as it develops, and they should be your first line of contact. For further information, the NJTC address is listed within this column.

The New Jersey State Championship Series is being managed and coordinated by Perry Hodges of OCCR and Bob Agonis of CJCR. The NJTC represents off-road riders' interests to state government in New Jersey, and is actively seeking easier and more comprehensive legality for off-road motorcycles, as well as legal trails and riding areas in the state.



supporting top East Coast Enduro Association riders who are contesting the AMA national series (and who request it), the ECEA will be writing Mike a check for \$100 for every non-ECEA national event he enters and rides. He'll definitely appreciate the help, because this will be Mike's first full year of contesting the nationals, and with all the other new hassles it'll be a few less bucks to worry about.

New Address

Speaking of the ECEA, remember that the presidency has moved from Perry Hodges to Mike Vanovich, and accordingly the address and phone number has changed. We've been a little bit remiss about changing it, but the new details are in the box just to the left of this paragraph.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)

RD 1, Box 2216
Jonestown, PA 17038
(717)865-0601

Pennsylvania Trail Riders Association (PATRA)

Box 77
Thomasville, PA 17364
Budds Creek Hare

Scrambles
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000

Racer Productions
(AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

AMA

P.O. Box 6114
Westerville, OH 43081
(614)891-2425

New York Trail Rider Alliance, NENYC

8 Komar Drive
Charlton, NY 12019

New Jersey Trails Conservancy (NJTC)

(908)657-6338
212 Cedar Street
Lakehurst, NJ 08733
District 4 Enduro Comm.

(716)594-0384
District 6 Sports

Association

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

SETRA

5165 Thompson Mill Rd.
Lithonia, GA 30038
Blue Ribbon Coalition
P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

WHERE TO RIDE March 1995

3/6/95-3/7/95 GNCC Hare Scrambles
Ocala FL
3/19 Sandy Lane Enduro
Greenbank NJ
3/19 AMA National Enduro
Greensboro GA
3/25-26 GNCC Hare Scrambles
Charlotte NC
3/26 AMA National Enduro
Turkey TX

Two Shock Trials

The New England Trials Association has added the Twin Shock class to its roster of championship classes this year. If you own an old twin-shock trials bike and haven't felt competitive lately, this could be the break you need to go dust it off and enter a few competitions. The class will ride Novice sections, and be open to all level riders on any twin shock motorcycle. For more information on this or any New England Trials Association news, contact Bill Mathewson at (401)397-9075.

1995 GNCC Schedule

3/6-7	Ocala, FL
3/25-26	Charlotte, NC
4/8-9	Hurricane Mills, TN (Sunday National)
4/29-30	Brownsville, PA
5/20-21	Boyers, PA
6/3-4	Cadiz, OH
6/17-18	Elizabeth, WV
8/26-27	Millfield, OH
9/16-17	Fairmont, WV
9/30-10/1	Harrisburg, PA
10/14-15	Mount Morris, PA
10/28-29	Crawfordsville, IN

Twenty-Five Years

If you've been noticing the little "25 Year" logo on the front of the magazine and wondering what's up, next month is the big quarter-century issue. That's right, Trail Rider began, as New England Trail Rider, in April 1970. That makes us a full year and two months older than Dirt Bike magazine, and we've got a June '71 issue of DB here to prove it. Bob Hicks started Trail Rider way back then, sold it to John and Gail Menze, and then it passed to our hands. All three of the former owners are still alive and kicking, coincidentally active with bicycles now, in one way or the other.

Hopefully we'll put together some sort of nostalgia for you next month (there may even be some April Fools pranks, so watch out), and then get back to the good stuff, as Bob Hicks told us. "It doesn't pay to dwell on the old Trail Rider," he said, "what's happening now is where it's at!" Now's there's an attitude that is guaranteed to keep you young! □

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THE REST of the WORLD

Altered Venue

This month, the Rest of the World column is being brought to you live from Casa de Bernardo, in lovely downtown Hesperia, California. It's late, by our standards; Jerry and Clipper have been up since seven, one painting helmets and the other tippy tapping on the portable Trail Rider computer (we'll leave it up to you who was doing what). Kevin Hines is on the phone, and the CD turntable is loaded, with Tom Waits' Black Rider, the soundtracks from Natural Born Killers and Pulp Fiction, the Chili Peppers' What Hits!? album, and Smashing Pumpkins' Siamese Dream. While this column is being written a true Italian porketta (imported from Boston) is being prepped for oven treatment, Phil Lemere's helmet and the NETRA Raffle Giveaway helmet are being painted, and snow is falling lightly on the hills while rain drizzles down in the valley. Ty Davis and Mark Kariya are coming over for dinner, but not Chris Jonnum

because he just moved into Bong Leach, California, and can't afford the gas on his Cycle News salary, and we figure we'll send the leftovers to Hines, since he's such a pork fan.

How's that for live coverage?

CRE News

Since Hines was on the phone, we drilled him for the late-breaking news. Apparently, he and Jerry were putting together a deal for Motoworld 2 to head down to Costa Rica to do a Central American trail riding feature, in March. Interesting to watch, but way better to be there! Also, Hines is continuing with CRE this year, this time riding a Honda CR modified with the brand-new CRE kits for Hondas. The kit will contain a 140-watt lighting coil with full lighting and wiring harness, special graphics and plastic parts, a center stand, glide plate, aluminum frame protectors, rear foot pegs, and lots of other little things. The price will be between \$900 and \$1000, depending on what year CR you're rigging out, and kits are available back to 1989. For more info, call CRE Imports at (508)295-8864 and leave your name and address on the machine, maybe your fax number, too. Direct quote from Hines, suffering through another New England off-season winter: "I'm just a closet New England squid, I only ride Freetown." Don't believe him, he'll be back at the nationals this spring.

Token Moto-X News

Jerry, motohead that he is, reports that Jeremy McGrath put the MX world into spasms this winter by holding out until the last minute before signing his \$600k/year contract with Honda. Being the most desired free-agent, everybody else was waiting for the chance to sign him to a team. "Everybody else's ride was up in the air, because who signed Jeremy would determine who could afford to buy anybody else." Jerry told us. Regardless of his cheekiness in holding out for the big bucks, Jeremy is apparently backing up his deal, by winning the first two supercrosses, and at the second race he even lapped up to sixth place.

Gee, aren't you glad we don't print motocross features in this rag?

LR Stickers

Speaking of helmet painting, Bernardo was horrified to find out from his fake brother-in-law, Larry Roeseler, that he's currently riding around with a helmet sporting a quick and dirty airbrush squirt job and a sticker kit with clear over it. "Larry Roeseler! A sticker kit on his helmet! That's bad!" Roeseler is reportedly negotiating a deal with Walker Evans to race trucks now, since he's semi-retired from motorcycle racing and is looking for something new to occupy his time.



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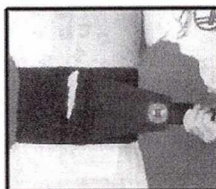
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Kato's Korner

Now Mark Kariya from Dirt Rider has joined us, and he's spent the whole day out in the rainy desert, shooting pictures and riding the factory special KX500 that was ridden by Danny Hamel, Ty Davis and Larry Roeseler to the overall win at the Baja 1000. This beast propelled him across the local desert at a radar-clocked 100 mph, which is fast enough for anybody with half a brain, and more than enough for the sensitive, artistic side of "Kato" Kariya. They also tested the KLX650 that won the Over-40 class in Baja, and you'll be able to read about it all maybe in the May issue of Dirt Rider.

Why California?

So far, we haven't told you how we came to wind up in California. Trail Rider came out to test a KTM 440E/XC, primarily by riding it in the Best in the Desert Oasis Grand Prix in Mesquite, Nevada. We'll tell you now that if you think the 440 is lacking horsepower you better find another sport. Clipper raced the bike in the Over-40 Amateur class, and managed to finish fourth in class, in spite of running out of gas on the last half-mile of the last lap, and having to push in search of fuel. But you can read all about that next month. Kato rode as well, to a fine first-place finish in the Over-35 Amateur class, proving that not all journalists are squids. From Mesquite, we drove straight through to the Bernardo palace complex, until a plane could be readied to fly us back from Ontario, CA, to the marvelous non-winter we're all having back east (right now, it's January 23).

Who Won?

That Best in the Desert GP was won by Ty Davis, who wowed a small crowd by table-topping a certain jump in front of the Trail Rider photographer, who will print it and thereby make him the star he deserves to be. Danny Hamel came in second (they both race for Kawasaki), and KTM's Scot Harden finished third overall, which is not bad at all for a 39-year old semi-retired desk jockey. Since there isn't any kind of eastern writing to write about right now, you can look forward to thorough coverage of the event next month, probably full of comparisons between here and there, and only a half-dozen or so references to Clipper's awesome fourth place Senior class finish.

Ty's Quote

Ty dropped by to help polish off what turned out to be an outrageously good piece of pork (with steamed vegetables, new potatoes and applesauce), and to hang out and watch videos. He's an extremely down to earth and laid-back guy, and if you're into familial trivia you'll be interested to know that he is the son of Terry cable owner and life-long Checkers M.C. member Terry Davis. He's a semi-ex-motocrosser now riding in a semi-professional off-road world, and we asked him the obvious question: What if everything was on an equal footing, and you didn't have to worry about sponsors, money, competition, personal performance guarantees or anything, which would you rather do, motocross or off-road racing? He thinks it over for a few seconds, considers it carefully. "I think motocross,

probably. The courses are always watered and groomed, you don't have to worry about anything. The jumps and everything are fun...and you don't have to walk back to your truck when you break down!"

Moose Moshing

While we were in Mesquite, we ran into Pete Denison, the always affable owner of Moose Racing, or at least the original Moose Racing. You'll be hearing rumors of changes soon that may sound ominous, but are actually very simple. Basically, Pete sold the Moose name to Parts Unlimited, for the new line of clothing and accessories that are literally flooding the off-road market right now. This happened last year, but they had an agreement for a transition period, and meanwhile Pete did promo work for Parts Unlimited and also continued to manage the original Moose Racing, which is still quite active in the manufacturing and sales of the Enduro Pacemaker, heavy-weight flywheels, and suspension and engine tuning.

However, Moose's time is up, and Pete has to change its name. Moose clothing and accessories will go on at Parts, and the flywheel and Pacemaker and tuning business will continue, but under a new name. Pete wasn't entirely sure yet, but you may hear it called Colorado Offroad or something similar in the near future. We'll of course tell you all about it when we know.

And that's the news from Hesperia this month. Thanks for tuning in. Next month we'll probably be live from Cincinnati, so we'll see you then! □



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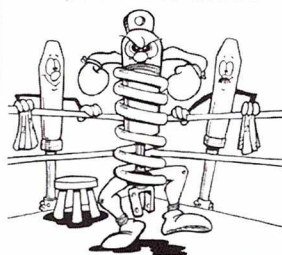
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KTM 400R/XC

The more we ride it, the harder it is to believe this is a dual sport bike

Way back in the spring of last year we took a ride on KTM's yet-to-be-released dual sport bikes and declared them good. With a 620 dual sport bike that weighs 20 pounds less than a Honda XR650 (brochure weight to brochure weight—the actual difference is closer to 40 pounds), who could go wrong? Also, the 400 R/XC was the only viable middleweight dual sport next to the Suzuki DR350S and the Yamaha XT350, and the R/XC's suspension, handling and horsepower just completely blew the two 350s away.

Yes, they were very nice, on that trip to Mexico, but as usual we wanted to get one or the other of them home to these shores and try them out in real eastern conditions. Not that it would make much difference with a dual sport bike, mind you...we just wanted one! The wait was long and grueling, more so for paying customers than us, since the release of the bike was delayed until late in the summer by EPA paperwork snafus. Our particular test bike was delayed for another reason: they were so popular with the western magazines it took months to pull the bikes back after the initial tests were done. We whined, we pleaded, we sniveled...and then we hit in a stroke of genius: we offered money! As soon as one of the EPA-test bikes were cleared and finished with, we bought it. And what arrived at our door was a nicely broken-in 400 R/XC with 4500 mostly dyno miles on it.

Sweet! We put it together and took it out for a cruise. Lesson number one: when they say the bike rode the Colorado 500, check the jetting. With the 132 main jet in place, the R/XC would hardly run at all in

our cool fall temperatures. We cruised back to the garage and gave it some more reasonable jetting and headed back out to the playground.

Nice motor, but what was up with the suspension? Neither end seemed to want to go up and down. Checking the clickers on the shock revealed almost full compression damping, and the same tight adjustment on the rebound. The forks were also set at full compression, even though the rebound was more reasonably in the middle. Someone was doing some interesting suspension testing out west, apparently, and we wouldn't have wanted to be riding shotgun with him. We twisted the clickers back to more moderate settings and started off again. Much better, but still not right.

The forks were still grim, but the only thing left to check was the oil. 4500 miles, it should need an oil change, so we put the bike up on blocks and popped the front end off. According to the manual, the oil level should be 140 millimeters on these bikes, so we broke down the left side fork and measured the oil level before we dumped it. 90 millimeters. Way too much oil. We dumped it, filled it with fresh new Spectro cartridge oil, and set it at 140 on the nose. The second leg came apart as quickly as the first, and when we broke it down and collapsed the tubes we found it wouldn't even need to measure it. The oil was full to the top! Were the forks stiff, sir? I guess so! We wound up with 140mm in each leg, basically zero preload on the stock springs, 15 clicks in on the rebound and #4 on the compression. Welcome to a different world!

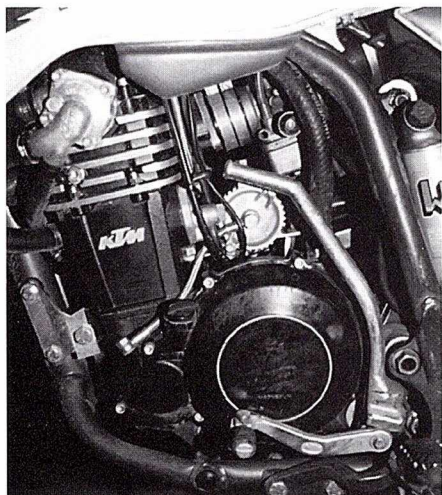
The moral to all this is twofold: one, that good things are worth waiting for, even if you have to fiddle with it to fix someone else's failed experiments; and two, that you should check all these things on a used bike, and probably on a new bike as well, if you want to be completely happy. It's embarrassing in our case because we know that if that bike worked okay when we got it we still wouldn't know what the inside of the forks look like. Nobody likes to work on bikes, not even those of us who get paid to do it!



Tall gearing makes the power seem soft, but if you lose one tooth from the countershaft sprocket the bike comes alive.

Engine Rumbblings

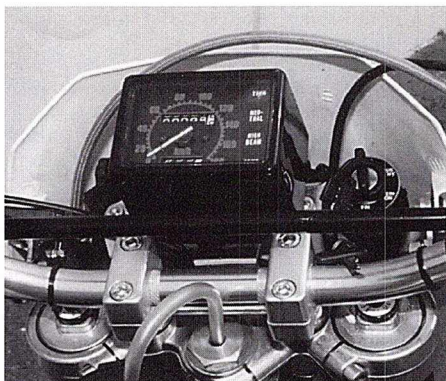
There is no "drill" to starting the R/XC 400. You turn on the key, pull the choke on, put your right hand on the seat and give it a good swift kick with your right leg. Or, you sit on the bike, take your hand off the throttle, and kick it through with your left



KTM's four-stroke engine should prove really reliable. This one has 5000 miles with no sign of wear showing.



The turn signals are small and well tucked-in, but you can still squash 'em. The forks are WP's 4057 1BS, and they work great.



The instrument panel is minimal but effective. We still haven't figured out all the key positions.

leg. Nine out of ten times it starts on the first kick. The tenth time it may take two. The only time it's really hesitant is when its cold out, and then the leanness of the carb rears its ugly head. To get it started on an icy morning we pull on the choke, pull in the compression release, and then stroke the engine through about five or six times without touching the throttle. This pulls a little extra fuel into the combustion chamber, and it's usually enough to get it lit on the first whack. If it's really cold, we might lay it over and let some gas run out of the overflow first, just to get the intake tract really wet with gas. When it's warm out, none of this is an issue. It always likes the choke to start, but it doesn't need any other attention besides that. Outside of the recent crop of electric-start bikes, this is probably the easiest-starting four-stroke we've ever messed with.

(By the way, you don't touch the throttle because the carburetor has a completely separate starting circuit, engineered to supply absolutely everything a cold engine needs to fire easily...just as long as you don't open the throttle. Opening the throttle cuts the starting circuit right out of the carb, and if you have the throttle cracked or even the idle turned way up, the bike will NEVER start. Look for an in-depth Toolbox article on this some day.)

First off, the engine feels weak; but one look at the spec sheet reveals that the bike is hopelessly over-gearred. This is done to pass some facet of the EPA tests, and is necessary without a doubt. It is also why all dual sport bikes are geared too tall. The stock gearing is 16/45, which, if the engine could spin it, would net you about 110 miles per hour as near as we can guess. Compare it to the dirt-only E/XC, which uses 14/50 gearing to get around. The E/XC is capable of 70 mph or so. We dropped the gearing down to 14/45 and find it easily tall enough—you could get 75 or 80 if you had enough room to pull it—and there is much more snap off the bottom.

Did we say snap? Sorry, it's a four-stroke. It doesn't so much snap as grunt, from the bottom to the midrange to the top. There is no hit in the powerband, but neither are there no weak spots; it just pulls from about 800 rpm to the rev limit at 6800 rpm, and keeps accelerating all the way.

There is no comparison between this bike and its Japanese competition. Draw a line about ten horsepower above the same line on a DR350's dyno chart, and that's what

the KTM feels like. More power everywhere. It is very well behaved, very mellow four-stroke power, but it's there, and once you get used to all this smoothness you're never worried about pulling out into traffic on the highway or roosting up the front end over a hole on a sandy trail. It'll do anything.

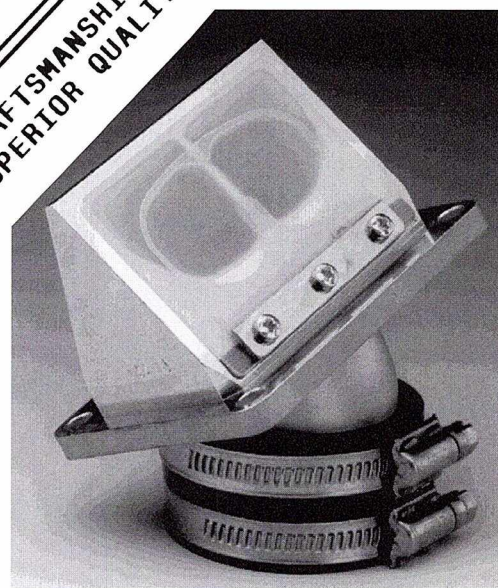
Our carburetion was good (once we re-jetted it). The carb feeds fuel very efficiently, very much unlike the carb on the 350 E/XC ISDE model we tried two years back. That bike had a hitch in the carburetion off idle that we could not remove with any amount of jetting; this carb has no such problem. We were happy enough with the carburetion on this bike to forget all about it.

Transmission gearing is also quite good.

There are no tall steps in the gear pattern to climb over, which is not surprising because the R/XC uses the same gearbox as the E/XC. KTM calls this a close-ratio transmission, which isn't really accurate and shouldn't scare you away. The spread of gears and especially top gear are sufficiently tall enough to carry you to a very comfortable cruising rpm at or above the national speed limit.

Snuffing all this efficient intake and combustion is a very big and heavy muffler that we never plan to remove. Why? Because it is also the quietest four-stroke muffler we've ever heard. It's not simply quiet at idle. Plenty of other four-strokes sound very quiet at idle, only to reveal a nasty bark once you get it up onto the cam in the

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woods. The KTM stays at the same sedate sound quality, no matter what the rpm. Because of this the bike is a relaxing pleasure to ride. You can get two people riding KTM R/XCs side-by-side, and they can talk in a slightly louder than normal voice and make each other heard. On top of that, the bike has gobs of power available, and doesn't feel stunted in the least. A lot of work went into this exhaust, and it shows.

Suspension Suspense

Once we had the suspension all sorted

out we had no complaints at all. The front end is very soft and compliant in the first few inches of travel, to the extent that you can't even feel the ripple bumps or washboard on worn-out dirt roads. On the other side of the scale, the R/XC suspension also feels great in big rocks or whoopedos, although in rough terrain you're going to be limited by its just-under-300 pounds running weight (288 dry). Without a doubt you can get away with much more on a 250 pound two-stroke, but you can't do much about that.

Forks used on the R/XC are the WP 4057 IBS forks, the top of the WP line available, and KTM's flagship forks on last year's two-stroke racers (before they changed to Marzocchis). We admit that having the Marzocchis on the R/XC would be sweet, but there really is nothing to complain about with the WPs. Also on the back is the WP 4681BA shock, which is also top of the line stuff. Without a doubt it is the best suspension available on a dual sport bike.

Which brings to mind a philosophical question: how do you rate the suspension? As a dirt bike, or as a dual sport bike? Well, as a dirt bike, it beats every other four-stroke out there, with the possible exception of the Husky, the ATK, and the Husaberg, with whom the KTM is at least equal. As a dual sport bike...like we said, nothing else compares.

Handling on the R/XC is typical KTM. It has a long feel, not surprising considering its 59.4 inch wheelbase, and it's definitely not the bike to choose if you're going to spend the day flicking between the tight trees. Oh, it'll do it, but you'll get tired

before too long. The KTM is at home on the two-tracks, the wide trails and the dirt roads, and in this element the bike is sure-footed and stable, and very accurate with its steering.

The stock tires are Pirelli MT21, front and rear, and you will find that they work very well on pavement, good on dirt roads and hard-packed trails—especially dry, rocky trails—but they are awful in mud and kind of wishy washy in soft loamy conditions. However, they do wear well and you'll get long life out of them, even considering an ample diet of street riding. Our bike came to us with a weird mix of dirt tires on it, both worn out, so we immediately replaced them with a Dunlop 905 front and 903 rear; Dunlop's street-legal dual sport knobs. We can vouch for the quality of these tires, they work really well off road in nearly all conditions. Wet rocks covered with leaves are their downfall, and you have to be really careful in conditions like that; and also they do not give the best life on the street.

In spite of the tag on the back, it is a great thrill to ride the R/XC through town, pull it up to the gas pump or stop at the local convenience store for a drink. It draws a lot of stares, and dirt bikers who know what they're looking at always stop and make a few comments about it. Riding a KTM on the street! Is this a great country or what?

Details and Ergos

The R/XC is definitely a comfortable beast. There is a somewhat long reach to the low-slung aluminum handlebars, which pulls you forward into the best control position on the bike. The footpegs are high

SPECIFICATIONS

KTM 400 R/XC

Engine Type:	Liquid-cooled 4-stroke
Displacement:	398cc
Bore/Stroke:	95 X 56.2mm
Transmission:	Five-speed
Gearing:	16/45
Chain:	Regina o-ring
Tank Capacity:	11.3 liters (2.9 gal.)
Carburetion:	Dell'Orto PHM38SD
Ignition:	SEM CDI, 130w lighting
Forks:	WP 4057 IBS
Suspension Travel:	300mm
Front Brake:	Brembo hydraulic disc
Front Tire:	Pirelli MT21 90/90X21
Rear Suspension:	WP 4681 BA
Suspension Travel:	338mm
Rear Brake:	Brembo hydraulic disc
Rear Tire:	Pirelli MT21 140/80X18
Seat Height:	960mm
Wheelbase:	1508mm
Ground Clearance:	360mm
Claimed Dry Weight:	288 lb.
Suggested Retail Price:	\$5799

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You could take the R/XC anywhere you'd feel comfortable taking a big four-stroke, making it as close to a do-everything machine you're going to get.

enough to keep your toes out of the rocks without jamming your knees too high, and the seat is rounded and quite comfortable. The three-gallon tank is well protected by replaceable side-panel shrouds, and the whole setup is not offensively wide.

Speaking of the tank, that three gallons will get you a maximum of about 110 miles if you stay on the streets and dirt roads, and behave yourself with your right hand. If you flog through the tight trails and rocks all day you'd better be looking for gas when the odometer hits about 70 miles, because you don't have much left after that. Oh, this is with a 175 main jet in the bike. Your mileage may vary.

The footpegs have little rubber bumpers bolted inside of them, to reduce vibration on the street and I guess to keep from scuffing up your Gucci loafers. If you're serious, you'll take them off and drop them in a box for when you sell the bike. If you're like us, you'll just ride it and forget about them.

Clutch pull on the 400 R/XC is almost unbelievably light; it's easily as light as the clutch on a 125. Gone are the days of "two-handed" clutch levers and slipping or dragging clutches, this one worked well. It does drag just enough to make it difficult to find neutral when you stop, but if it didn't do that it wouldn't be a real KTM, would it?

Naturally, we installed a set of Enduro Engineering handlebar heaters on the R/XC. It's our dual sport "secret weapon" for those long road sections and bitter cold winter mornings. We also mounted a set of Acerbis Rally handguards, with the optional wind wings installed. The wings help somewhat with the wind, but they're not as effective as full plastic wraparounds on aluminum handguards.

Stock brakes on the bike are good, really responsive and powerful in a quick-stop situation, but not what you'd call grabby and insensitive. We have a set of Avtek laser-cut discs on hand and some of their trick brake pads; and we're going to try them out and report on them later in the season.

Lights are a critical part of a dual sport bike, and the lights on the KTM are really up to the task. The taillight is especially

well tucked in and bright as all get-out, and the headlight is a 55-watt halogen that definitely lights up the woods. The headlight also doesn't come on until the bike is running, conserving battery power when you're getting started up. The turn signals are the most vulnerable, and we smashed the lenses on two of them on one energetic ride, but still didn't break the bulbs or the stalks. From what we can tell, no one has touched any of the bulbs in 5000 miles of riding, so they certainly last well. Our only complaint is that the headlight is not adjustable, and it sometimes seems that it could be aimed just a skosh higher...then again, we just might be riding a little too fast!

KTM recommends the use of a synthetic oil in the R/XC's gearbox, and we've been

using Torco MPZ 20W50 with good results. With 5000 miles on the clock the KTM feels fast and well broken-in, but doesn't feel loose and sloppy like some bikes would with that mileage. It feels like a tight, solid machine that should last a long time.

Nice Bike

No doubt about it, the KTM is a great dual sport bike, and one that's going to be a round for quite a while. We plan to hold onto this one forever; at least until KTM comes up with something substantially better, and that seems a little far-fetched at this time. The R/XC will carry you to the corner store just as easily as through your gnarliest trails, and do it all without a whimper. If you're a real four-stroke fanatic, this may even be the do-it-all bike you've been wishing for. This is a nice bike, period. □

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SAMBO'S TIGERS

OR

SAM CORRERO RIDES AGAIN AND AGAIN....

by Sidney Dickson

Dual Sport." What a stupid term. When did that happen? Was it way back in 1989 when some investor yuppie discovered he could actually ride his special "Paris Dakar Alpine Marco Polo Discoverer", (1000cc model) for four miles on a road not fourteen inches deep with reinforced concrete? What a load.

In 1903 George Wyman rode, pushed and carried his motor bicycle from San Francisco to New York City. That was not "dual sport" because then there were no paved rural roads. After W.W.I., paved roads started to invade our world. One winter soon after W.W.II, Jerry Bolt rode his Harley Davidson 45 to Florida, rode the Alligator Enduro, and then rode home again, back to Pennsylvania or thereabouts. Was that dual sport? How about when, in 1958, an American schoolboy took a BSA 250cc from Grenock, Scotland, to Sarajevo, Yugoslavia, and back? Was it dual sport when Danny Liska rode his BMW twin from the Alaskan Arctic Circle to Tierra Del Fuego and then from the North Cape of Norway to the Cape of Good Hope in Southern Africa in the 1960's? How about when John Penton used a BMW R27 for an enduro bike? Were these all early examples of so called dual sport?

No. The foregoing people were merely motorcycling. In the days before button start and motorcycles as jewelry for the

elite, any motorcycle was liable to go on dirt, even a Vincent twin. People have been traveling off-pavement on motorcycles since the earliest days of motor vehicles. More recently, we have gone off pavement for the same reason that Danny Liska did in previous decades: it's the most fun with the least hassle.

It's the hassle part that troubles us now. The public, the government, and we as motorcyclists should not support the idea that our love of riding the dirt is anything new or intrusive. Off pavement travel has a long and rich history in the USA and elsewhere. We should not have to renew our claim to our privilege and right to use the less-traveled ways that are being closed to us. We fall into a dangerous trap when we accept from the government the "privilege" of riding within closed loop "recreation areas." Our government would have us riding in ever smaller circles until we disappear up our own tail pipes, or turn into butter like Sambo's tigers. Off road motor travel is more than just frivolous entertainment or "recreation." It is a valid form of transportation.

Since 1989, I've crossed the continent four times, seeking out the earthen trails. For the moment it is still realistic for Dave Ely to contemplate riding off-pavement from Salt Lake City to his family homestead in Vernal, Utah. Ron Stokes can plan to follow the Pony Express trail across Nevada to Salt Lake City. It

is still possible for Sam Corerro to make a roll chart of a trail, mostly on dirt, from Colorado to his home in Mississippi, and on eastward through Georgia toward the Atlantic.

I call my effort to seek out an interconnecting net of off-pavement thoroughfares The American Earthen Trails Project. This is not an organization, a club or business. I think of it more as a movement or a mindset; amounting to the notion that there are public earthen ways throughout the USA; linking the coasts and borders. Historically these are and have been thoroughfares, right-of-ways. It has been the right of the public, the people, us, to travel these paths. We must not allow the government or anyone else to shut us out from traveling established routes—especially across public lands. Legislators and bureaucrats, such as those in the forest service and the BLM, continue to arbitrarily close important thoroughfares such as the forest road from the San Bernardino Forest down the escarpment to Lucerne Valley in California, a critical part of my original cross-country path.

Until recently there was no question about the rights of miners, loggers, farmers, horseback riders and motorists to use old roads. Now we are in a defensive position.

We have organized resistance in groups

Parked alongside Taylor Pass in Colorado. There may be plenty of riding across this country, but the west has the best scenery.



such as the Blue Ribbon Coalition and the AMA. Join these organizations. Send them your money and do your part in contacting lawmakers where that is the appropriate thing to do.

Let's be encouraged. We've been on the defensive attempting to save the routes we now enjoy. It's time to take the offense. Let's get back some of the areas previously closed. Those closings are not the word of God. What the bureaucrats have taken from us

they can return.

The right to travel off-pavement must be maintained, even if they have to call it "dual sport."

Ride on Dave. Ride on Ron. Ride on Sam. Danny Liska, wherever you are, you ride on too! □

Summer snow bank in the Rockies. "Hey, when do they plow this road?"



Cross Country '94 THE XC MONKEY BUTT

Are you into serious off-road riding? Here's your chance!

Sam Corro is a driven and determined man. Like Sidney Dickson, he sees no use for paved roads, especially when it comes to motorcycles. Because of this, and apparently a lot of time on his hands, over the years he has put together a dual sport/dirt bike route that he calls the XC Monkey Butt. The Monkey Butt is an off-pavement dirt bike route across the United States, from Alabama to Nevada. This past July, Sam guided eight riders across the Colorado section of the route. The group rode for six days, and over 1000 miles of just about any kind of riding conditions possible in that state.

Starting and ending in Salida, Colorado, they rode a series of loops in the Gardner and Ouray areas, returning each night to a motel, where they had a support truck carrying luggage, supplies and tools for bike maintenance (thanks, Rudy!).

On the day that they rode from Salida to Ouray, Sam and his crew had support from Zan Smith and Greater Colorado Trail Rides, Inc. This day's ride was about 180 miles, and took the group 11 hours of hard riding. Finding gas was not a problem, though, since the longest section was about 100 miles. Finding food wasn't a problem either. From the pancakes at Susie's Cafe in Westcliffe to an elegant entree at the Bon Ton Restaurant in Ouray, the riders kept themselves well fed!

The New Champion has finally Hatched

Steve Hatch
1994 National Enduro Champion

Ever since 1989, when he was just a hatchling, Steve has relied on his Moose Racing suspension to get him the gold. Steve's riding style back then was...well, let's just say he was a little wild. Since then he's matured substantially, and he's getting much better at staying on the bike (most of the time). Five seasons of experience have definitely made Steve Hatch the rider to beat in 1995

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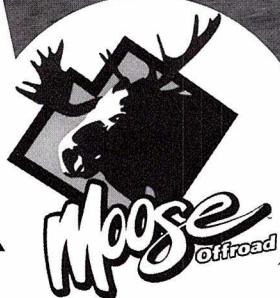
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For the group, six days of riding a dirt bike off-pavement in Colorado was heaven. There is such a wide variety of riding terrain that any variation of technical situation is possible. You can have easy jeep roads or the toughest mountain trails. If you have ridden in Colorado in the past, then you can relate to this group. If not, you should start making plans now for next summer in the Rockies.

Riding this much of the state, it was inevitable that some private lands had to be crossed, although the group did so with

written permission. XC Monkey Butt wishes to thank all the land owners, and special thanks to Chris Spera and John Leck.

It was a natural union that Sam Corroero and Sidney Dickson have gotten together on the American Earthen Trails Project, and together they are working on completing a coast-to-coast off-pavement bike route. For any questions, comments, or regional help, Sam can be reached at 72 Chestnut Drive, Madison, Mississippi 39110. □



An old wagon road in northeastern Nevada offers a chance to hang it out and rage a little, in one of the loneliest places of the west.

Mount Whitmore overlook at the Grand Canyon, in Arizona. If you follow the back roads, it's easy to avoid the tourist traffic and ride right up to the view...sometimes into it!

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TRAIL RIDER TOOLBOX

by Mark Uth

Fuel Follies for the 90s

If jetting your scooter wasn't already tough enough, the EPA has thrown a new variable into the formula to further confound the effort. New laws taking effect January 1, 1995, enacted by the 1990 amendments to the Clean Air Act (CAA), require that fuels now offered at gas pumps in many markets (most metropolitan areas, nearly the entire Atlantic seaboard) be modified in an attempt to further reduce auto emissions. Similar to the "oxygenated" fuels distributed over the past few winters in some areas, the new Reformulated Gas (RFG) will be the only fuel available at gas stations in certain selected areas.

Where are the lucky areas you ask? Eighteen states in whole or part are affected. They include California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Texas, Virginia, Wisconsin and the District of Columbia. On top of that, many distributors will simply sell the modified fuel to their entire distribution network, making border areas subject to the changes associated with RFG as well. In all, it is estimated that nearly 50% of all of the gasoline fuel sold in the U.S. will soon be RFG.

With these regulations comes the problem of determining what type of fuel you're using at a given fill-up. As of Jan. 1, 1995, there will be three basic types of fuel available in the U.S., depending on the distribution point and time of year. Standard gasoline will still be available in many rural areas (read: U.S. West) throughout the year. RFG will be sold in the states mentioned above. Finally, oxygenated RFG (ORFG) will be sold in the states that previously received "oxygenated" fuels during the winter months. Those same areas will receive ordinary RFG during the summer months.

If it were as simple as making changes to compensate for the effects of standard oil/RFG, then the problem would perhaps be manageable. However, the brewing of RFG itself contains considerable variables which further challenge the tuner. A short chemistry lesson explains why.

To begin, oxygenated fuels have been around in selected areas since the early 80s, often marketed under the Gasahol label. They were more recently re-introduced to the motoring public in eastern states during the winters of '93 and '94, when these fuels were distributed in smog-prone metropolitan areas in an attempt to reduce carbon monoxide (CO) pollution.

These new fuels, as well as RFG and ORFG, are modified by the addition of several very different types of additives, called oxygenates. Common oxygenates include ethanol, methanol, and various ether-based compounds (i.e. MTBE, ETBE, TAME, etc.).

Each distinct oxygenate has unique side effects, some of which can be of serious concern to motorcyclists. Fortunately, that list can be narrowed down to two primary oxygenates currently used; ethanol and MTBE (methyl tertiary butyl ether). Oxygenate levels added to the fuel are, not surprisingly, controlled by law. RFG is required to be 2.0% oxygenate by weight; this equates to approximately 11% MTBE or 7.3% ethanol by volume. ORFG must be 2.7% oxygenate by weight; which works out to approximately 15% MTBE or 10% ethanol by volume. Beyond the mixing with oxygenates, RFGs are further refined to reduce volatile compound (i.e. ozone, CO, HCs) and benzene emissions. This has little effect on performance, but does in fact lead to higher refining costs.

Concerns over the use of oxygenated fuels in motorcycles and other recreational equipment usually center about materials compatibility, lubricity, storage considerations and enleanment. A study performed for the Oxygenated Fuels Association entitled "Use of Oxygenated Gasoline in Lawn and Garden, Power Equipment, Motorcycles, Boats and Recreational Equipment" evaluated the effects of using RFG in those motors and what the various OEMs recommended regarding its use. Summary of those findings are as follows: Materials compatibility should be no problem with late model machines. Because oxygenated fuels have emerged gradually over the past decade, most manufacturers have evaluated their compatibility with fuel system components and made materials changes where necessary. However, riders of vintage machines should be aware of potential problems (i.e. failure of carburetor/intake track seals, o-rings, and other plastic parts) and perhaps even avoid RFGs where possible. With respect to lubricity, there have been concerns voiced over the potential top end problems resulting from decreased lubrication action of RFGs. This concern is unwarranted as RFGs typically provide lubrication properties equal to or greater than standard pump gas. Additionally, RFGs pose no threat to premix oils, and may be mixed without fear of incompatibilities or side affects.

Fuel storage is a potential problem for riders who leave neglected fuel in their scooters for long periods of time. Alcohol has a tendency to attract and combine with water, causing the fuel to phase separate. The alcohol-water mixture then will collect at the bottom of the fuel tank and/or carburetor, leading to potential corrosion problems. The easiest way to prevent this is to avoid storing fuel in your machine for greater than 30 days. Another option is to

add fuel stabilizer.

The final and greatest concern over RFG use is enleanment. Enleanment is an industry term used to describe the effects of adding more oxygen to the fuel in order to create an oxygen rich environment for combustion. Motors are designed to operate at an ideal air-fuel (A-F) ratio of 14.7:1. Adding oxygenate to fuel serves to increase that ratio. For instance, use of ORFG (2.7% oxygenate by weight) serves to change to A-F ratio to 15.15:1. This leaning effect causes the engine to run hotter, leading to potential top end damage. Ironically, computer controlled engines (late model cars, trucks and some motorcycles) are equipped with an oxygen sensor which detects this change and compensates for the enleanment by injecting more fuel into the engine! This serves to maintain that ideal A-F ratio, thus negating the intended effect of RFG. Carbureted machines, on the other hand, control the A-F ratio mechanically by the varying of jet sizes. Some manufacturers (those who have evaluated RFG use), i.e. Polaris, Arctic Cat, et.al., recommend increasing carburetor jet sizes up one increment in machines burning RFG.

Summarizing, all major manufacturers of motorcycles and recreational equipment, including Honda, Yamaha, Suzuki, Kawasaki, H-D, Arctic Cat, Polaris, Skidoo, and Bombardier permit the use of ethanol or MTBE-based RFGs (maximum 10% ethanol or 15% MTBE, by volume) in their motors. While some manufacturers okay use of RFGs made with up to 5% methanol, others recommend against its use in any form. With respect to jetting changes, a general rule of thumb is to consider jetting one size richer when using RFGs.

Not surprisingly, added oxygen to RFG displaces something, and that something is hydrocarbons (HCs). Less HCs means less energy, thus RFG will result in a decrease in fuel mileage, usually estimated at two to three percent. Concerns over RFG octane ratings are unfounded. The fact is, oxygenates are typically octane boosters, and the octane number posted on the pump will continue to remain valid. However, another side affect of enleanment is increased susceptibility to detonation (pinging). Failure to correct jetting could allow increased motor detonation under some conditions.

The scariest part about this whole subject is that the 1995 changes are just the beginning. Further government tinkering with fuel supply recipes is planned for the late 90s and again after the turn of the century. The most likely change will be further increases for fuel oxygenate content. The sad part is, CAA laws do not even require suppliers to post what type of fuel they're actually selling. The only way to determine for sure is to pose such questions to the station manager or fuel distributor. □

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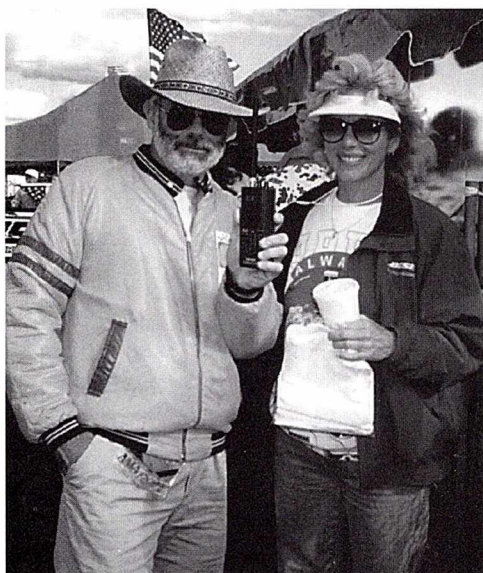
WHERE'S MY FACTORY I

by Charlie Williams

An event of this magnitude cannot adequately be reported in one issue of any magazine. This is the reason I am submitting another article about my experiences and observations.

From a spectator's point of view:

It sounds to me the spectators really got the shaft, but with all the negative press before the event, they should have known to be prepared. Any good motorcycle racer would have in his glove box a wrist band of every color, and enough construction paper to forge any needed credentials. Even as a participant I had to do some finagling to get my friends in. We had to secretly peel a camping sticker off someone else's camper so we could camp on the club grounds (at no charge). We were unable to get a vehicle pass sticker on the outside of the windshield, and swiped it, too. Then it was a matter of coming up with a believable story why I should be issued more work area credentials. We used lines like "He got beat up at the nudie bar with the Mexican team and now he isn't worth a Tech Tube." or "He was arrested with the Italian rider exiting the brothel." Now this may rub some of you do-gooders the wrong way, but I figure I'm going to hell for a dozen other reasons and besides, "Six Days" is really Italian for "cheat, lie and steal." The best English word for translation would have to be "Blackwater."



"Crazy" Richard Meyer, ISDE Team Doctor for over 15 years took time off and flew up to Tulsa with his wife, Betty, and listened to the action on a scanner. He did no doctoring this time, but brought a 50-pound bag of potatoes and an airplane. Don't ask. The work area. Spectators stay behind the fence on the right, the bikes come into the tents during the final work period of the day. Once the marshals blocked the view there was nothing for the spectators to see.

From the organizer's point of view:

Now picture this: An FIM official pointing his finger at a AMA official who in turn is pointing his finger at a Tulsa Trail Rider who is pointing his finger at Jack Zink (ranch owner), who has his thumbs stuck in his pockets and his fancy cowboy hat, smiling and telling everyone "If they don't like it go home, or talk to promoter Jim Long." One of the most commonly asked questions of the week was, "Have you seen event promoter Jim Long?" I was interviewed for two local newspapers, in both cases the reporters complained about lack of communication with Jim Long. With a sour relationship with local press the event was doomed as far as attracting any local spectators. The motorcycle people had already read about the dark side and decided to stay home.

From a rider's point of view:

The riders actually had the very best trip. The Tulsa Trail Riders did a very good job of organizing their end of the event. Sure, there were some glitches, but what event of this scope does not have glitches? It must have taken months just to arrow and time the course, let alone the paper work involved with 450 foreign riders plus 200 American riders. Man; think about it! Negotiating with an insurance company to insure 450 foreigners during a horribly dangerous motorcycle endurance race. Click. Hello? Hello? Or just trying to organize the working volunteers. They didn't really want to work, they wanted to watch; and had done their



America's ISDE poster child, our hero Charlie Williams. Showing off his red wooden shoes and race wardrobe for the week. Potential sponsors are urged to contact TR mag, please, no fighting over him....

homework and knew the best seats were going to be on a bike as a course official with their orange vest on. (Team Mooch mooched a vest, just in case.) To all the people who helped, thank you very much. By the way, next time could you do something about all those rocks?

The rocks. Jeff Fredette said that on his late row, the rocks were going to pounded down into sand. He was wrong, there were



RIDE?

plenty of rocks. To calculate the number of rocks on the course you would multiply the number of Bib Mouse tubes used during this week times ten-hundred-kajillion plus all the tubes that were broken, plus the beer bottles under the Australians' trailer. This would come pretty close to an accurate count.

From today's point of view:

Well, there weren't any TV cameras when I finally got home. No sponsors camped out on my front steps, no money in the bank. A month later and I'm still having problems with my hands, my friends assure me it is permanent nerve damage. The giant bruise on my leg faded away. We look at pictures and tell stories, I try to explain to outsiders. I show them the great big wooden shoes I traded for. Nearly everyone at home has forgotten the Six Days, but it was one week I will never forget. I would like to try it again some time, or at least that's what I say sitting in the comfort of my office, protected by the safety of my empty check book. I think "physical and financially disabled" is really French for "Six Days". □



In an event where the winners and losers are separated by only seconds, keeping an eye on the scores was the only way to know where you stood. Team and support workers were able to watch a monitor at the special tests; actually a fair number of people never watched motorcycles, just clocks. The spectators never saw this, unfortunately, and never really knew what was going on.

Requiem for the ISDE

by Paul Clipper

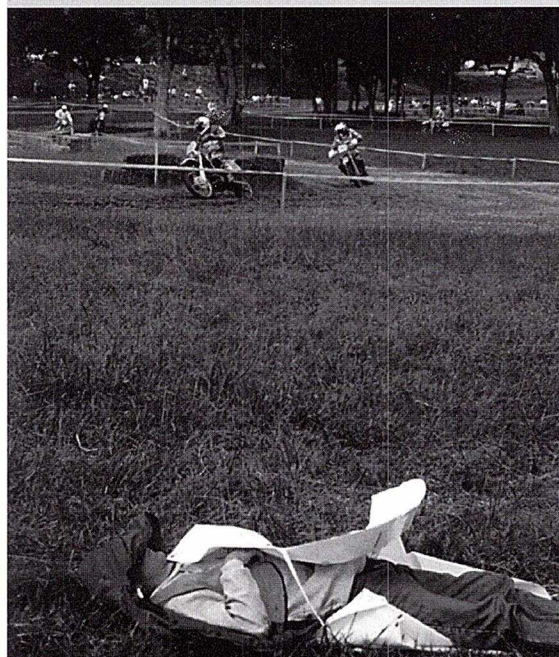
The Six Days has come and gone, it's true, and now we're all just trying to keep warm in front of the fire. Most have forgotten about that oppressively hot start of the week in Tulsa this summer, but a few die-hard fans remember, including myself. I was a Six Days fanatic, at one time, thinking that my life's ambition would be to one day race the event. Going to a few of them and learning a lot about them changed all that; now it would be possibly the last thing I'd want to do, for a variety of psychological and personal reasons. Maybe familiarity

breeds contempt, I don't know.

If I was sanctimonious, I would say that the cheating turns me off, but it doesn't. I am kind of put off by the assumption that "our team doesn't cheat," and the fact that everybody does all they can to promote that simple fantasy. Of course we cheat, we do it as much as we can get away with, but we're just not as brazen as the other guys. We send mechanics out on the course with backpacks full of parts, trying to chase around riders who might have a little problem (why can't they carry the parts themselves?), but we're pikers compared to the Italians. According to reliable witnesses, as soon as the marshals wandered down to watch their favorite American riders, last

so much emphasis is placed on "taking care" of the team members bikes that the riders' responsibility to get the machine home is diminished? I don't know, there's just something missing, compared to the seventies; when a small team of riders would go over on as low a budget as they could manage (most prominently in the capable hands of John Penton) and survive on their wits for two weeks.

A guy I guess I shouldn't name was very outspoken on this matter. A serious veteran of the "old days" of Six Days riding, he was disgusted when he heard that two prominent American riders had dropped out of the event. As near as I can remember, he said, that so-and-so (name changed



By the final day motocross, the club members working the event were drained completely, with little energy left to spectate. The weather was good, though, and what better place to nap?

year in Tulsa, the Italian mechanics would all jump onto the team members bikes, replacing parts in a frenzy, and if the marshals started heading back spotters with whistles at the corners of the pits would blow a warning. Five guys working on a Trophy member's bike, while spectators watched and said "they can't do that...can they?" but you're not caught until the officials catch you. Brazen and downright cheeky, yes, but absolutely beautiful in its simplicity: this is cheating to be admired! Our guys, meanwhile, with all their marshal "fans" around them couldn't even scratch themselves without a dozen witnesses.

No, it isn't the cheating that turns me off. Maybe it's the level of "professionalism," or the fact now that really all that's expected of riders is that they go fast. Maybe I have this idea that it's just not as tough as it once was, for the rider. Maybe because



Just in case you didn't get it when we said it was rocky out there. Just about every inch of the trail looked like this, and only the special tests were smooth and dirt-covered.

(to not embarrass the subjects) "dropped out of the event because he was sick, because he had a stomach flu. Excuse me? I thought this was the Six Days! He dropped out because he was throwing up? I can't remember all the times our whole team was sick, and yet we still finished! And falling down and breaking your hand, four miles from the finish, and not riding down and impounding the bike? What, am I crazy? Is somebody lying to me about this? I've ridden with guys who had broken arms, ankles, ribs, collarbones, maybe even legs in the Six Days and still gotten back to impound. Maybe they don't ride the next day; maybe they suddenly get skinny or fat or taller or shorter, and they don't take off their helmet for the rest of the week, but they get their bike back to impound and make the decision of what to do that night. It's the Six Days! That's what you do!"

Without a doubt, the Zink Ranch tested the toughness of the riders to the outer limits. There isn't any rider I talked to afterwards who was interested in riding any longer, including Hines, Ribolzi, Fredette, Russell. They were all happy to be finished. At the same time, I didn't talk to anyone who quit who was sorry to quit. They had all had enough; everybody had as much as they could take and that was the end of it. What a democratic event!

In retrospect I was glad to be there, and personally had a great time. It's a shame what happened to the spectators, but, like Charlie says, most of us saw that coming. I wish we could have another Six Days here next year; maybe for the next six years or

so, and have it in different parts of the country each time, let a bunch of different clubs and promoters have a shot at it. Eventually we'd stumble on the formula and have a great event—I figure hiring Ringling Brothers to do the entertainment/opening and closing ceremonies would be a step in the right direction.

Failing that, here's an idea: this year the Six Days is going to be in Poland. If you want to see what the ISDE is really like, save your beer money, food money, new-riding-gear money and anything else you can scrounge up and book a seat on the AMA tour. For a real spectacle, complete with tens of thousands of spectators, you can't beat a European ISDE, and you really can't beat an Eastern European ISDE.


And if the right people go, and really take a close look at how it's supposed to be done, maybe we'll all learn something and do a better job here next time. □



One recognizable support vehicle for everyone from back east was Central Jersey Competition Riders' box van, Big Blue. Bob and Tony Agonis ran support all week for more than a dozen riders, and still had to scrounge for pit passes and vehicle passes.

A conga line for autograph seekers formed at the American pits, and became accessible to the literally dozens of spectators once the security guards finally left their posts. Prized items? A team shirt with everybody's autograph.





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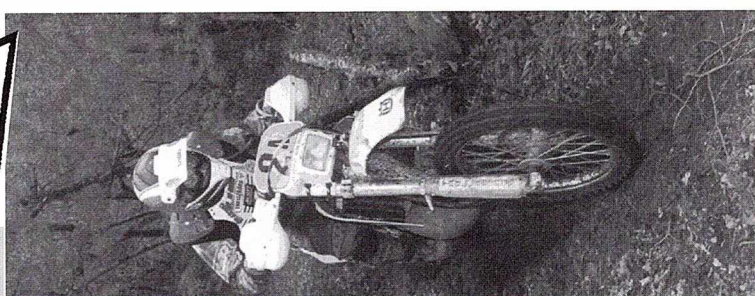
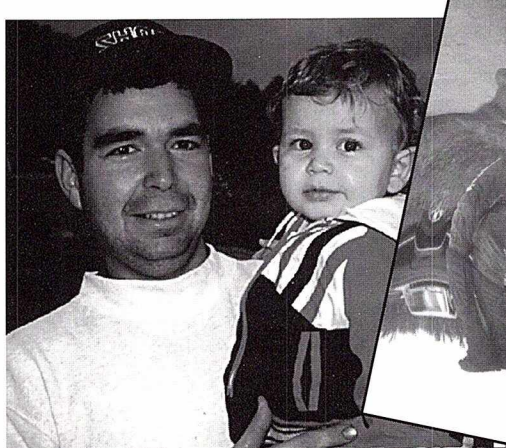
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The Third Annual Jack Noga Memorial Trail Ride

A new venue, a new ride, and \$25,000 for cystic fibrosis

by Dennis McAfee

Loudon, NH 6/11-12, 1994

After a very long winter and a short spring in '94, the truly awesome trail riding in New England was in full bloom. In tradition with the past thirteen years, the riding season begins with the annual Jack Noga trail ride presented by the Merrimack Valley Trial Riders.

Friday, June 10th 1994, and all the waiting is behind us. Only clear skies, mud, rocks, dirt and other fun stuff is in store for those intelligent life forms who chose to ride dirt bikes. They're greeted by the Cystic Fibrosis Foundation staff at the home of our new host, the New Hampshire International Speedway. After presenting their collected pledges, they got to pack their RV, truck or camper in a large parking lot. They had their choice of using one of three helipads, but most have invested most of their life finances into the latest dirt bike technology. All have smiles on their faces as they notice the large concession stand, behind the clean showers. This will be perfect they say. Wake up, shower, eat and ride.

Around dusk they were greeted by this year's trail boss. He's found loading his motorcycle in his truck with glassed, reddened eyes, mumbling something about arrows. Somewhere in the process he wounded himself in the hand and is off for stitches.

As I drove to the hospital, I started rehearsing. Saturday's ride is all set, a fifty five mile warm-up ride to prepare them for Sunday's grueling one hundred and twenty mile (sure to please all) trail ride. For Sunday, the last 50 mile has to be arrowed and the route sheet has to be printed and copied. Oh well, I still have one day.

Saturday is gorgeous, a perfect day and with smiles on their faces they ride. They travel four miles around the speedway's parking area (big enough to fit 70,000

cars), then onto the trails. Mostly they travel what is called class six roads. These old roads were used when this state was mostly farm country. About a hundred years back the farmers moved out, realizing it's hard to grow anything in rock with such a



Ray and Jeannine Lajoie prepare to attack the Noga trails.

short growing season. This leaves us with thousands of barren roads to travel. This is lucky as the state has only set aside 85 miles of trails legal to traverse with a wheeled off-road vehicle.

Included in this ride is also a day of use

with permission to travel on private land. Land owners would normally reject wheeled use on their land, but when they learn its for charity, they often allow it. People like Al Edgerly, of Bilmanton, NH, is willing to give permission to cross his land. He says he's always impressed by the professionalism and friendliness of the riders. He owns the back side of White Face Mountain. This steep rocky uphill is blessed with a perfect single track downhill that gives you a real sense of accomplishment, once completed. Of course, if you take a one-second to look to your left, you will see eagles and hawks catching updrafts in the wind. Next is panic and arm pump!

Saturday's ride comes to an end, people are pumped and waiting for more. Is this heaven they ask? I say wait for tomorrow! With the promise of a brief rain during the night and lots of perfect trails, it's sure to be a memorable event.

The banquet is held at the Checkered Flag restaurant in the center of the Speedway. The chicken dinner is good, much better than last year's skimpy spaghetti at the ski lodge. Most people left the restaurant with prizes that were generously donated by our many sponsors. At fifteen dollars a plate and prizes worth hundred, how could you go wrong!

Sunday morning started off dismal. I thought the showers during the night were great as this would keep the dust down and make some nice mud. After all, this is what everyone came for, New England mud! While it tastes funny it's fun to ride in and bring home on you. Some pessimistic riders were sure they'd ride in the rain all day. I reassured them the sun was on the other side of the clouds. It actually turned out to be a perfect day, a little drizzle and fog in the morning and plenty of sun in the afternoon. It would work you hard in the morning and get easier as the day progressed, just as your body got tired.

I met the riders at mile 60, in Mr. Ed's auto recycling establishment. Every rider



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was talking about that 20 miles of single track mud that Neal was responsible for. With their eyes wide open, tongues dragging and dimples showing, it was time for a tour through the salvage yard. Left at Dodge, right at Ford, under the Bucyrus Erie and up the hill for some air. "This is different!" they said. Back on the trails for 60 miles to return to the speedway. Having a refreshment of their choice they got to sit in one of the many grandstands and watch the road bikes zoom by at over one hundred and fifty miles per hour as this was the beginning of motorcycle race and rally week at Loudon. Next weekend will be the running of America's oldest motorcycle event, the Loudon Classic.

At four o'clock that day, people gathered around to see who would win the two motorcycles and the various other prizes. First Spectro Oil, then numerous other motorcycle accessories. Next a helmet, riding gear and tires. Finally the moment of truth, who would win the bikes? Russell Armstrong of Massachusetts won the Honda XR 250, and Neal Lorenzen won the Yamaha. Neal was truly shocked when he returned from sweep riding to find the new Yamaha loaded in the back of his truck. I can think of no other person more deserving than him, as he raised the most money, over \$1,000.

Being trail boss to this event has taught me a lot about life. I got to spend almost 2,000 miles on my bike between last snow and June 11th, laying out this year's event, and it was worth it. Just riding with Neal was an education. Neal is one of those riders who is very fast through the woods, and does it with one leg. While losing his leg to cancer at six may have stopped most of us from riding, he seems to have gained the willpower of a hundred. I also got to ride with Tom Levesque, without whose his enthusiasm this event would not have happened. While Neal got a new bike, Tom got a handshake from me (we can't all be lucky).

In the end over \$25,000 was presented to the Cystic Fibrosis Foundation, this, added to the \$500,000 raised by this event in the past thirteen years makes everyone a winner. I saw the gleam in Gary Galleher's eyes as he gave a check for \$10,000 from Honda and its supporting dealers for the cause. Gary has been very helpful over the many years in raising so much money. His influence at Honda has always maintained a good rapport in convincing so many to give till it hurts. This year's record of 25 supporting dealers is the handiwork of Gary G. and Rupert Dance, of Freedom Cycles in Concord, NH.

I, too, was a winner, as I faced great odds to completely revamp this famous trail ride and to return it to its magical roots. What else could you call it when you blend Dirt Bikes and Charity. I knew I had won when I saw all those smiling faces leaving the Speedway. This year we would love to have you for the week (we can handle 70,000 people). This could be the Woodstock of the motorcycle world! Peace, Love, and ride for the cure.

By the way, the 1995 ride will have a new name. A trail ride for the 21st Century needs a 21st name, The New Hampshire Classic Charity Trail Ride in Memory of Jack Noga. Hope to see you there! □

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1995 Triumph Tiger

Dual Sport Cruiser or Moorland Marauder?

by Mark Uth

Word of a 1995 offering from the once defunct Triumph marque caused a bit of a stir here at the Trail Rider press offices for a couple of reasons. First, it had been decades since Triumphs had been imported to the US. Sure, they once played a prominent role in motorcycling on this side of the pond, and contributed to many a legend during the early days of off road motorcycling—those days are, however, long gone. Secondly, we hardly expected any new Triumph offering to be aimed at the off-road market. Wrong again Danno.

Triumph's reentry into the US market for 1995 has been a coolly calculated campaign. The newly organized company has been manufacturing bikes since 1991, slowly increasing the number of models and markets since that inauspicious rebirth. In response to the demands of the '90s world marketplace, the entire Triumph product line is based on a modular concept in which various models share many of the same basic building blocks, i.e. engine, frame, drivetrain, etc. Different models are

most often distinguished by changes in tuning, suspension, wheels, wheelbase and bodywork.

After a double take or two, we did manage to line up a winter afternoon test session of Triumph's new dual sport entry, the '95 Tiger 900. A high end street-oriented dual sport option in the mold of BMW GS models or the Cagiva Elephant, the Tiger is hardly the choice for blasting down fire cuts or smoking rocky power lines. But if an interstate-worthy cruiser with occasionally dirt capability is your desire, then the Tiger is worth a good long look.

Our test steed, provided by Triumph's regional marketing representative, Mark Allison, was a box-stock demo bike with nary a flaw on the highly buffed Diablo



There's plenty of boost from this 885 triple, but most is wasted on the dirt, especially loose dirt. Long pavement hauls are a better bet.

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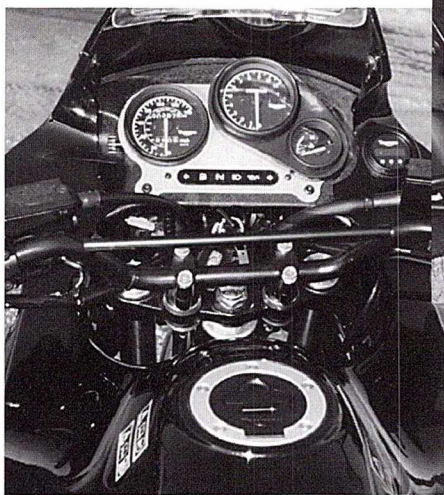


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Everything you need in a dashboard...but where's the CD player? The Triumph engineers did a great job of jamming three big cylinders in such a small space.

Black finish. When transitioning from dirt oriented bikes to those more street worthy, ergonomics often play a more prominent role than pure performance. This is in fact the case with the Tiger. The girthy gas tank/radiator shroud/integral wind fairing is probably twice the width of typical dirt race machines. That width, coupled with pegs located well back on the frame, provides a comfortable seated riding position that seriously discourages any standing. While the seated position allows the rider to easily place both feet on the ground, the



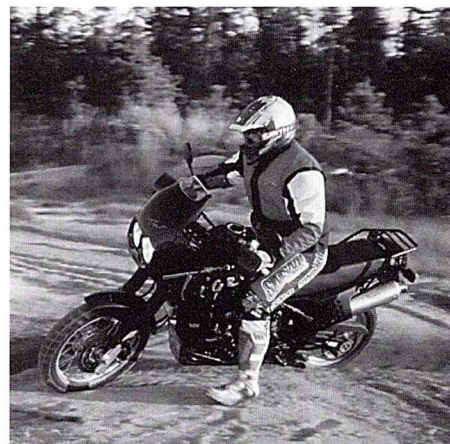
weight associated with the torquey water-cooled triple (460 pounds) demands a revised approach to dirt riding.

The 885cc double overhead cam in-line three-banger was an easy starter even in the freezing temperatures, with a simple stab of the right thumb. The engine itself is a stressed member (part of the frame assembly) and is equipped with a beefy bashplate that protects both the engine underside and the low-routed exhaust pipes. Motor operation is surprisingly smooth, powerful, and nearly vibration free. The power plant is coupled to a smooth-shifting six-speed transmission via a wet multiplate clutch, and clutch pull was light with a predictable engagement point. Not to say that the clutch is going to be needed much during typical operation. The nearly 85 horsepower (SAE net) engine provides maximum torque at a lowly 6000 RPM, and is never lacking for more oomph.

Gear changes are handled by a slick linkage operated shifter that offers plenty of adjustment and thoughtless cog selection. The six-plus gallon fuel cell feeds a triad of Mikuni 36mm flat slide CV carbs. One inter-

esting motor quirk was the cooling system. In what must be a combination of a cool running design and healthy sized cooling capacity, the motor is plenty slow to warm up, especially at highway speeds. The only time we managed to get the instrument cluster mounted temperature gage to budge was during some heady throttle abuse at low speeds. While this could be annoying during the sub-zero temperatures like our ride, it bodes well for summer rides when the mercury climbs. Overheating should be nary a problem.

The Triumph engineers have mated Kayaba suspension components to the Tiger. Conventional-slider leading axle



"Please don't fall...please don't fall..." Actually, for strict dual sport riding, especially over long distances, the Tiger would work well.



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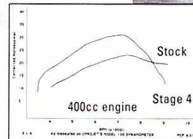
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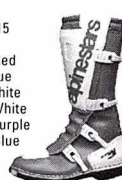


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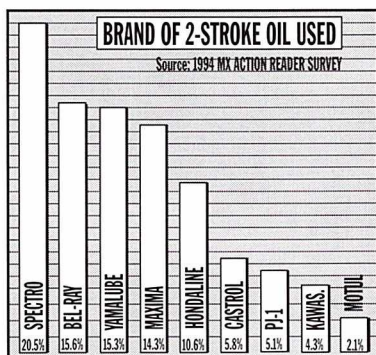
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43mm forks are complete with compression damping adjustments. Rear end action is controlled via a linkage actuated rear monoshock with remote reservoir. The Kayaba shock is adjustable for compression and rebound damping. Additionally, all rear linkage pivot points are equipped with zerk fittings for easy greasing. Suspension travel and tuning at both ends is modest, more aimed at pot holes than whoopedos.

Rolling hardware includes spoked alloy front and rear rims shod with Michelin radial tires, a 19 inch in the front and 17 inch rear. The tires are 99% street oriented and scary in any kind of loose soil. It would behoove owners who plan to spend any time off-road to mount up true dual sport tires, perhaps like Dunlop K360s, to shore up dirt traction. The alternative is to start saving money for replacement body panels. Drive is via a standard chain and sprocket setup. Wheels are slowed by twin piston Nissan calipers used front and rear. The front setup include a dual caliper/disk configuration.

Fit and finish of the new Triumph is second to none. Additionally, an attention to design and manufacturing details has graced the Tiger with many trick features. Instrumentation and controls are complete and well laid out, and include the speedo (English and metric units), tachometer, temperature and various warning lights. A conventional handlebar scheme is used that is shock mounted within the triple clamps and allows for interchangeability with aftermarket handlebars, which is not often an option with high-end street bikes. The engine itself looks more like an aircraft

SPECIFICATIONS Triumph Tiger 900

Engine Type:	LC 4-stroke triple
Displacement:	885cc
Bore/Stroke:	76 X 65mm X 3
Transmission:	Six-speed
Tank Capacity:	24 liters (6.3 gal.)
Carburetion:	Mikuni F.S. CV36 X 3
Ignition:	CDI
Forks:	Kayaba 43mm
Front Brake:	Dual hydraulic disc
Front Tire:	110/80X19
Rear Suspension:	Kayaba, adj. comp./reb.
Rear Brake:	Hydraulic disc
Rear Tire:	140/80X17
Seat Height:	850mm
Wheelbase:	1560mm
Claimed Dry Weight:	460 lbs.
Suggested Retail Price:	\$9895

powerplant than a mere motorcycle motor, sporting an abundance of beefy fasteners. Finally, the swingarm incorporates a trick eccentric cam chain adjuster that allows chain tension adjustment without messing with the rear axle nut, and eliminates any chance of misaligning the rear wheel.

In all, the Tiger provides non-intimidating street performance in a package friendly to the traditional dirt riding set. It is a machine that is aimed at those who want more than a vanilla scooter to thrash around the bush. Riders with that desire, and a healthy chunk of cash to boot, can find out more about the Tiger by calling 1(800) RIDE TRIumph (743-3874) for dealer info, or by contacting the importer, Triumph Motorcycles USA, at (404)631-9500. □

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The Possibilities of Porting

The pros and cons, the why and wherefore, of playing God with your intake and exhaust tracts.

by Dan Anderson

Want to impress your dirt riding friends? Tell them you just had your cylinder (if you ride a two stroke) or cylinder head (if you ride a four stroke) ported.

Want to start an argument between engine builders? Ask them if you should have your cylinder or head ported. Just be ready to duck when they start throwing Dremel tools and micrometers...it can get bloody.

Porting is one of the most misunderstood of all motorcycle engine modifications. Because those who port engine components speak in a foreign language (thousandths of inches, boundary layers, squish bands, reversion, overlap, blowdown, etc.) and their work is hidden deep within an assembled engine, the average rider has little opportunity to become well-versed in porting technology and techniques. Add to that lack of knowledge some misinformation published in other motorcycle magazines and the result is a lot of people who think they know about porting and only a few who actually do.

As always, Trail Rider has come to the rescue to help our readers use their motorcycling money wisely. We'll take a look at what porting is, what it can do, what it can't do, and how to get it done. We'll start our course in the Possibilities of Porting with a basic explanation of what porting is. In the next issue you can learn more about porting two-stroke engines, and then in a following issue we'll cover four-stroke porting.

Porting 101

The term "porting" as used by dirt riders and engine builders refers to the process of modifying the intake and exhaust tracts, a.k.a. "ports", of an engine to improve performance. To fully understand what porting does or doesn't do for an engine you have to understand the basic concepts of how two- and four-stroke engines work.

Both two- and four-stroke motors, at their most basic level, pull in air, mix it with atomized fuel, ignite it in the combustion

chamber, and expel the burnt gases back into the atmosphere. This process happens in less than a second, many times a minute, so anything that restricts the flow of air into or out of the engine will affect performance.

That's why engine builders are always tinkering with air boxes, air filters, carburetor dimensions, reed valves, power valves, exhaust pipes, and silencers. All of them have a direct impact on how gases move in and out of the engine and all of them must work together smoothly to maximize performance.

The focus of all this synchronized engineering is the combustion chamber. Remember, the goal is to get as much fuel and air through the intake tract and out the exhaust tract as possible, and the closer you get to the actual combustion chamber, the more sensitive the engine is to changes in the system. We all know how much effect a different carb or exhaust pipe can have on an engine's performance. Well, in some situations enlarging the diameter of the intake tract by as little as a millimeter can have the same effect, simply because the modifications are made so close to that all-important combustion chamber.

Notice that we said porting can improve performance "...in some situations." Dirt bike manufacturers spend hundreds of thousands of dollars designing their engines. That engineering should not be taken lightly. Modern bikes work pretty darn good right out of the box, and many of the hop-up tips and modifications you read about in magazines are, for the most part, nit-picking and efforts to gild the lily. Either that, or they are very narrowly aimed at a group of semi-professional motocross and/or desert racers located in southern California and therefore completely irrelevant to anybody who races in the real world of rocks, roots, ruts and mud.

(However, you can usually, almost always, in general, most of the time, trust what you read in Trail Rider because we love you,

care for you, and want you to continue to subscribe and get all your friends to subscribe. That way we can sell more ads and have more money to spend on our own bikes.)

Anyway, because modern dirt bikes are darned good from the factory, and very sensitive to changes in the intake/exhaust system, you had better know exactly why and how to modify your intake and exhaust tracts or risk actually decreasing performance.

Do-it-yourself Dynamite

Should you do your own porting? Probably not. Eric Gorr, of Forward Motion, Inc., has worked with a lot of riders and says that while porting is not brain surgery, it's not for the average rider.

"Porting is very sensitive, delicate work," he said. "Take .015 inches off the wrong place and you can absolutely destroy the air flow and create a bogging, spitting monster. The only way to actually know what you're doing is to work with a flow bench and/or dyno, so serious porting is probably best left to professionals."

Engine builders use at least \$500 worth of special snake-head Dremel tools and dozens of special tips when they work on heads and cylinders. If you are willing to spend that kind of money for tools and are willing to destroy several expensive heads and cylinders learning what not to do, then feel free to try your hand at do-it-yourself porting. Personally, we leave that sort of stuff to professionals.

If Not You, Then Who?

Having wisely decided that serious porting is probably best left to experts, it's time to decide with whom to entrust precious engine parts. Joe Shedron, General Manager at Moose Racing, says that word-of-mouth is a good place to start.

"Ask around, find out who has had porting done, and see if they are happy with the results," he said. "There are a lot of guys out there who say they can do port jobs but I'm not sure they really know what they are

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We're not saying that those other magazines don't have anything valuable inside. But if you ride and race here in the east, you're going to want to read Trail Rider's coverage of all the fun things that happen out here. And besides, we can't do a whole lot of grocery shopping if you don't subscribe. Only \$18 yearly to P.O. Box 129, Medford NJ 08055 will get it to you door!

doing. You have to port a lot of motors and experiment with how they react to really get a feel for how much and where to take out metal. I've been porting engines for 16 years, and I've learned what works and what doesn't work from seat-of-the-pants experience."

Eric Gorr firmly believes in using a flow bench (an expensive machine that records changes in airflow and air pressures in a cylinder head) to measure gains or losses when porting four stroke heads. He explained that there are two ways to use a flow bench to gauge performance.

The first, called flow engineering, refers to when a specific model of cylinder head has been modified and tested on a flow bench, then the exact specifications recorded. Those specifications are then used to port other heads without actually putting them on the flow bench.

The second way to use a flow bench is to actually bolt each head to the flow bench and use the flow bench to tailor modifications to that exact head. Individually flow-porting a head can cost four to five times more than flow engineering simply due to the extra time involved, but it is the most precise way to maximize porting on an individual engine.

Since a flow bench doesn't work for porting two stroke cylinders, other devices must be used to measure changes in performance. Dan White of White Brothers says that a good dyno is absolutely essential for porting two stroke cylinders properly. He said readouts from a dyno are the first step in measuring gains from porting. However, he cautioned against using only dyno results to monitor increases in horsepower and torque.

"What a dyno says and how a bike actually hooks up on the trail can be two completely different things," said White. "A good engine builder will use both his dyno and extensive test riding to figure out exactly what port configurations give the kind of power he is looking for."

Because of the time and expensive equipment used, porting is not cheap. Expect to pay from \$150 to \$500 for porting, depending on whether you're paying for a generic flow-engineered/blueprinted port job or an actual flow-ported head or dyno-tested cylinder.

Philosophy of Porting

When and why to port is the source of a lot of discussion among engine builders. Gorr believes that, in many bikes, porting should be an early step in maximizing performance. His philosophy is that most stock carbs and exhaust pipes work pretty well, and a good port job will help riders get everything their engines have to offer. In his words, "Why spend \$150 on a new pipe to get more low-end torque (for Eastern-style two-stroke riders) when a good port job will give you that power with the stock pipe?"

Other engine builders view porting as the last step in the engine-building process. Russell Hicks is chief mechanic at Thumper Racing and says that there are other places to spend time and money before you resort to porting.

"The first place to spend money is your suspension, so you can use what power you have effectively," he said. "Then, at least with four-strokes, you should consider a big-bore kit. Only after you've covered all the basic steps should you look at seri-

ous porting, though it's always a good idea to have the head "cleaned up" when you install a big-bore kit."

Dan White is adamant that porting should be the last step in tweaking power from an engine, especially a four stroke engine. He suggests building power into an engine in stages, with porting being one of the final stages.

"I prefer to free up power in the early stages by opening up air boxes and changing exhaust systems," said White. "Then I'll start building in power with big bore kits and cams on four strokes. Two stroke riders can do the same thing with different carbs and reed valves and exhaust systems. It's only when I get into serious engine building that I like to start doing

work on porting. Yes, you can gain power from porting, but there's easier and cheaper power to be had from most dirt bike engines."

The proverbial bottom line when it comes to porting dirt bike engines is...there is no bottom line. It all depends on how, when, and where you want to spend your money. Porting can increase horsepower, alter torque delivery, and make your bike perform better. But it is only one step in a series of steps that should be viewed as an integrated process, not a stop-and-go series of "bolt-ons" in a haphazard search for horsepower. Only you and your engine builder can decide if a port job is worth their time and your money. □

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STONEY BROKE HARE SCRAMBLES

Moving out the cows for the iron horses

by John Capewell & George Reed

Shenandoah, VA 9/18/94

What a difference a day makes! It's not often that the land owners and promoter open up a race course the day before a big event, but Stan and Judy Norris with lots of help from George Reed did just that. Despite the on-and-off again rain, the riders who showed up a day early got a taste of the seven miles of hillsides and were able to familiarize themselves with the tougher sections. My hat's off to the Shenandoah Off Road Vehicle Association for having the course ready to ride a full day before the event.

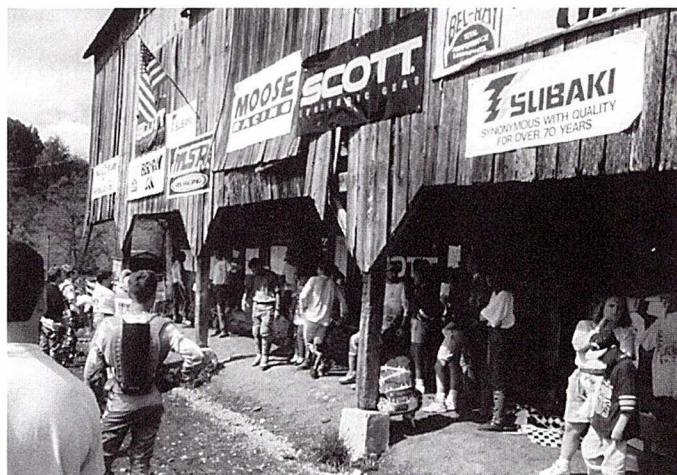
The 9th running of the Stoney Broke race was held on the Norris' working farm, who's inhabitants are usually found standing on four legs and munching grass. Don't know where they put the cows for the weekend, but we sure did appreciate their hospitality. Back behind the Norris' barn is a hill of monumental proportions, and this year's site of the starting line. My guess is about 300+ yards of 60 degree incline, which produced surprisingly few loops and only one roll back. Once over the crest it was into the woods on a sharp right to trails that ran the riders back and forth across the back of the first hill several times, then across two more hills before returning them near the starting area. The finish line and final scoring barrels were set on top of the hill facing the big barn, and had ample volunteers marking times.

Brian Hess, this year's #1AA rider rocketed through the 42 miles in an impressive 2:15:11, averaging just 22 minutes a lap on his way to his sixth overall victory this season. The next four fastest riders were all within five minutes of Brian and included Daniel Morrison (2:18:00), Rick

Roman (2:18:29), Westley Moran (2:20:01), and George Greer (2:20:15). The entire group of top 20 riders finished within 15 minutes of Brian.

In the AA Class, Brian, Rick Roman #3AA and George Greer #2AA stayed on the same minute for a little over three laps with no place changes. Rick passed George on the second lap and the three stayed in that order for the remainder of the race, Brian leading overall from beginning to end. Daniel Morrison #105, riding in the 200A class challenged early and got within 40 seconds of Brian by the fourth lap but finished

have been bar to bar exchanging first and second place finishes and this race was no different. Coming into this event each had



Land owners Stan and Judy Norris welcomed the riders by converting their barn to a sign-up/rider's meeting area for the day.



finished in first place three times. The two went at it swapping places on the third lap, then staying within one second of each other for the remaining three laps (1:32:34/35; 1:59:01/02; and 2:25:23/24). Danny finished in first place this time but there's still three races to go.

Randall Ellison #506, Scott Ellinger #504, and Tracy Crawford #501 performed a classic three way race for the lead in the 250B class. Randall led the class from begin-

VCHSS 250A class regular Monty Orr twists it in the VA woods.

Greg Stalland, #610, finished fourth Vet B at Stoney Broke.

ning to end but had lots of company from Scott and Tracy as the three passed through the scoring barrels no more than 30 seconds apart for the first three laps. Scott passed Tracy somewhere on the third lap and finished in second place just two seconds behind Randall. Thomas Gibson #505 and Paul Sandridge #503 who normally bang bars with this group (and round out the top five in the class), finished fourth and sixth.

The Vet B class was won by Mike McIntire #614 who had to pass Dave Clark #609 for the lead on the second lap. Tim Norris #607 then stayed within 20 seconds of Mike for the next four laps until he was

three minutes behind. In the 250A class, Westley Moran #206 and Alan McNutt #216 swapped places on the fourth lap after chasing each other to no more than a 20 second gap, with Westley finishing 44 seconds in front of Alan by the end of the race.

All season long, Darryl Campbell #302 and Danny Morrison #301



VCHSS Stoney Broke

Brian Hess

Overall Champion**AA**

1. Rick Roman
2. George Greer
3. Rusty Epperson

200A

1. Daniel Morrison
2. John Price
3. Tommy Reynolds
4. Kalan Bunch

250/500A

1. Westley Moran
2. Alan McNutt
3. Mike Roman
4. Timmy Mitchell
5. Morris Gillis

Vet A

1. Danny Morrison
2. DArryl Campbell
3. Gil Griggs

200B

1. Stacey Jones
2. Shannon Hunter
3. Ron Thompson
4. Mike Baken
5. Larry Lewis

250/500B

1. Randall Ellison
2. Scott Ellinger
3. Tracey Crawford
4. Thomas Gibson
5. Dean Ingram

Vet B

1. Mike McIntire
2. Kurt Ostermann
3. Tim Norris

4. Greg Stallard**5. Bobby Wilt****Senior**

1. Robert Cox
2. Graham Kenan
3. Howard Roquet
4. Larry Adams
5. Donnie Lewis

4-Stroke

1. Glen Holcomb
2. David Baldwin
3. Brian Blacks
4. Greg Bell
5. Eddie Young

200C

1. David Keen
2. John Geiman
3. Mike Bouma
4. Patrick Johnson
5. Brad Hickman

250/500 C

1. Jerry Presley
2. Eric Hytinen
3. Terry Simpson
4. Kenneth Lowry
5. David Calaw

100

1. Jason Greer
2. Brian Snyder
3. Brian Bouma
4. Tony Bonanno
5. John Newell

VCHSS Round 9

PENINSULA 100

Four races from the Peninsula Trailriders Association*by John Capewell***Newport News, VA 10/16/94**

The Peninsula Trailriders Association, which only exists to sponsor this event, went all out to put on a great race day for the Virginia Series riders, their families, and spectators. The PTA held not one, but four races—covering riders and bikes of all ages. Individual races were held for Pee Wee's, Beginner Minis, Minis, and the main event which includes the annual Vintage class run for old iron (and old bones?). Trophies and contingency prizes were handed out to all of the little guys who entered, and the PTA did all this without charging the kids an entrance fee.

With just two races remaining in the Virginia Hare Scrambles '94 season and available points dwindling, this year's running of the Peninsula 100 was certain to deliver some of the best racing action yet. Coming into the mid October event were 49 trophy positions separated by ten points or less, and an equal or greater number of anxious riders who were more than ready to bang bars for a new position. The outcome of this race could raise or lower rider standings in the 100, AA, 200A, 250A, 200B, 250B, Vet B, four-Stroke, 200C, 250C, and Senior Classes.

The AA gang, with the likes of Brian Hess, George Greer and Stephan Arthur, ran real strong and tight for the entire 48 miles. Brian, who finished as the overall winner, was just one minute ahead of George and two minutes ahead of Stephan. That's just 120 seconds difference after two hours and 18 minutes of top notch racing. The 250 A class produced no less than six place changes between the top five riders, all five of which are in a very tight points battle for third through sixth places. Coming out on top today was Timmy Mitchell, with his closest points rival Mark Allman only 54 seconds behind in second. Andrew Williams, who started the race more than a minute late, finished in third.

In the 200B class Ron Thompson picked up a valuable third place finish just ahead of Mike Bakken. Mike is in third place in the class and Ron is currently in fourth, with Ron closing the gap by another two points. Chris Baggett, who was only a few points ahead of Mike, picked up a first place win and pulled another nine points lead. The 250B class of the VCHSS has been described on occasion as a real meat grinder, filled with some very aggressive and talented riders equipped to the teeth with an exotic array of aftermarket products. Also known as the spawning ground for tomorrow's A and AA riders, the 250 B class produces some of the toughest and best action of any event. Randal Ellison, Thomas Gibson, and Scott Ellinger currently hold onto the first three places in the class, with points totals so close that none of them can afford to miss a race or place out of the top three in any of the remaining events. Thomas finished Peninsula in first place just 37 seconds ahead of Scott and 2.5 minutes ahead of Randall.

Vet B was won by Tim Norris in a near runaway from the pack, outpacing them by an

passed by Kurt Ostermann #615 on the final lap. Mike, Kurt, and Tim finished 1,2,3 for the day.

Ron Hale #75 led the Senior class for two laps before being passed by Graham Kenan #1S and Robert Cox #8S. Robert and Graham then battled back and forth for first with Robert leading the final two laps and beating Graham by just 24 seconds.

In the 200 C class David Keen #818 and Mike Capewell #813 jumped out to a good lead in front of the large group of riders for the first lap. But, coming on very strong in lap two were John Geiman #805 and Mike Bouma #811 who pushed into second and third places and stayed there for the rest of the race.

Jason Greer #1M completed his 7th straight victory in the mini class, pushing his points total to 140. 12 minis and one pee-wee ran the race, which saw Jason, Brian Snyder #14M, and Brian Bouma #4M battling for the top three spots. Also coming on strong was Tony Bonanno #8M who was wicking it up and cutting two minutes off each of his lap times while finishing fourth, just 25 seconds behind Brian Bouma.

Shenandoah Off Road Vehicle Association members brought home six trophies including: John Geiman 2nd/200C; Brian Blacka 3rd/4-Stroke; and Scott Ellinger, Tracey Crawford, Thomas Gibson, and Paul Sandridge 2nd,3rd, 4th & 6th/250B. Local sponsors for this event included Stuarts Draft IGA, Wayne Cycle Shop, Specialized Cycle Service, Strait's Center for Cycles, and Valley Kawasaki. The Middlebrook 1st Responders provided Rescue squad support. Proceeds from the race were donated to local charities while the concession profits were given to Easter Seals to send kids to camp. □

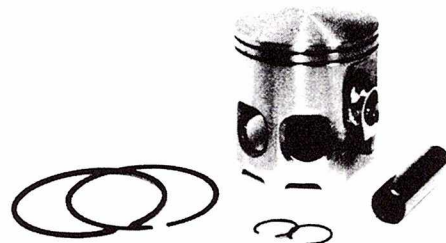


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VCHSS Peninsula 100

Brian Hess

Overall Champion

AA

1. George Greer
2. Stephen Arthur
3. David White
4. Danny Morrison

200A

1. Alvin Bender
2. Timmy Mitchell
3. Mark Allman
4. Andrew Williams
5. Scotty Williams
5. Tommy Handy

Vet A

1. Danny Morrison
2. Darryl Campbell
3. Glenn Holcomb
4. Rick Pino
5. Gil Griggs

200B

1. Chris Baggett
2. Chad Parker
3. Ron Thompson
4. Mike Bakken
5. Larry Lewis

250/500 B

1. Thomas Gibson
2. Scott Ellinger
3. Randall Ellison
4. A.J. Winstead
5. Paul Sandridge

Vet B

1. Tim Norris
2. Dave Clark

3. Robert Galyon

4. Gary Condrey

5. Ray Ryan

Senior

1. Robert Cox
2. Stan Norris
3. Bob Williams
4. Howard Roquet
5. Larry Adams

4-Stroke

1. Dave Baldwin
2. Brian Blacka
3. Shawn Donahue
4. Jay Perdue
5. Andy Phillips

200C

1. Mike Bouma
2. Mike Capewell
3. John Geiman
4. Warren Hill
5. Chuck Honeycutt

250/500C

1. Eric Hytinen
2. Scott Sebring
3. Richard Howton
4. Jerry Presley
5. Thomas Turner

100

1. Jason Greer
2. Brina Bouma
3. Tony Bonanno
4. Stephen Edmonson
5. Joshua Bell

Vintage

1. Chuck Honeycutt
2. Michael Carter
3. Bill Steere



finishes, Glen Holcomb sat out Peninsula, leaving the door open for Dave Baldwin and Brian Blacka to battle for top honors. Dave finished first in the four-stroke class with Brian in hot pursuit. These two guys are just a few points away from each other in the standings as well with Dave in second and Brian in third. The next event should be a real pleaser for the thumper crowd.

The Senior class was won by Robert Cox who has an ironclad lock on first place points as well, but the real action at Peninsula was between Bob Williams and Stan Norris. These two guys finished just four seconds apart with Stan picking up a valuable second place finish and Bob a third. The 200C class, one of the largest in the series with 46 riders in points stand-

ings, has five riders bunched between two through sixth place spread over a paltry 20 points. Mike Bouma finished Peninsula three minutes ahead of Mike Capewell who was doing heavy battle with John Geiman throughout the event. John is currently holding on to the number two spot in the class and Mike has moved up four notches in two races to fourth, just behind Joey Woody. The 250 C class, also with 46 riders in points standings was won by newcomer Eric Hytinen. Eric has entered just three events this season but has one first and two second place finishes. Eric finished just 30 seconds ahead of Scott Sebring, the current number two 250C rider.

Jason Greer pulled off a flawless first place finish in the 100 class, making him nine for nine for the season. Brian Bouma pushed very

hard and stayed with Jason finishing second despite a broken foot sustained in the early laps during a collision with another rider. Brian's now out for the season but he has second place in the class wrapped up with a 40 point spread over Tony Bonanno who completed Peninsula in third as well. □

Danny Morrison, #301, grabs the lead right off the start in the Peninsula 100.

Westley Moran took the first place 250A trophy at Stoney Broke.



Is it possible to take a sharp photo of Jason Greer? Not if he keeps going this fast in the 100 class!

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VINTAGE	A OPEN	B VETERAN	C SENIOR
MASTERS	A 250	B FOUR STROKE	C FOUR STROKE
A SUPER SENIOR	A 200	B OPEN	C OPEN
A SENIOR	A 125	B 250	C 250 • C 200

The enduro is located in Belleplain, NJ, on Route 550 and Belleplain Road, at the fire house. Belleplain is located about 15 miles east of Sea Isle City, near Woodbine. Please look at a map before you call for directions. Maps are sold in most convenience stores and gas stations. There is plenty of primitive camping available. Please no fires. The route to the start will be arrowed from most major intersections. From the northwest: follow Route 295 or the NJTP to 42 east to 55 south to 49 east and follow arrows. From the northwest: Parkway south to exit 26 and follow arrows. From Delaware, Maryland, Virginia: Delaware Memorial Bridge to 40 east (signs for Atlantic City) to 55 south to 49 east. Follow arrows.

All riders must be 18 or older. Proof of license, registration and insurance necessary at sign-up. All bikes must have headlight and taillight. There will be one remote gas stop, gas truck provided.

The landowners who have given permission for our enduro ask that you do not come down to ride in their woods afterwards.

Some of our turn mileages are up now. Anyone caught trespassing will be beaten, prosecuted and disqualified!

Per ECEA rules, no trophies or points will be awarded to non-finishers. Any trophies not picked up at the event will be taken to the next ECEA meeting. If no one from your club takes it, it's kindling.

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Name _____ Age _____

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Zip _____

Phone (area code) _____

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AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Check skill level and class below:

- | | | | |
|--|---|----------------------------|----------------------------|
| <input type="checkbox"/> AA | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B | <input type="checkbox"/> Super Senior (50+) A-B | | |
| <input type="checkbox"/> Four Stroke A-B-C | <input type="checkbox"/> Women | | |
| <input type="checkbox"/> Veteran (30+) A-B-C | <input type="checkbox"/> Masters (60+) | | |

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature**

SORRY, NO RIDERS UNDER 18

(sign in ink)

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Commission Expires _____

Thor Dual Sport/Enduro Wear, Scott's Tool Kit, Darien Pants and Moto Soxx

Thor Peninsula Jacket

Thor is bringing in some interesting outerwear for trail and dual sport riders these days. One new item is the Peninsula Jacket, a garment that seems to defy description until you put it on. Basically, it is a zip-up brushed nylon jacket with an outer water-resistant shell in the form of a snap-front vest. You zip up the inside and then snap the vest front closed. The vest is full of pockets, including two good-sized zippered hand warmer pockets and at least a couple more dedicated to a pack of smokes each. The jacket is insulated for cold weather, and the outer Cordura nylon feels tough as nails.

The most unique thing about the Peninsula is it comes with a snap-on backpack. The same rucksack-sized pack you see on many dual sport riders, but snapping on to dedicated snaps, with no front straps to get in the way. The pack has one large waterproof inside compartment and two outer pockets.

The open front of the Peninsula seems to exclude it from a serious piece of rain gear, but if you find yourself carrying a lot on your back in cool, dry weather, this may be the ticket. Suggested retail is \$248.95 from Thor Racing, available in black/silver or purple/black in sizes medium through XX.

Thor Storm Stowaway

Vests were big a few years back, and plenty of riders still wear them. They make a lot of sense in cool, changeable weather; the kind of weather we get where it's too warm for a normal jacket and just a little risky to go completely without. However, if it rains, a vest is not a good idea...at least not until now. Thor's Storm Stowaway is a great compromise for marginal weather. It's made out of tough, water-repellent Cordura, with a

zip front to keep out the chill. Plenty of pockets on the front give you a lot of storage room, and there's two zip-shut hand



warmer pockets for when you're sitting around shooting the bull. The back is vented to keep you from getting sweaty, and there's no collar on the vest at all, which means there's less getting in the way around your neck.

The fun starts when the rain comes down. In most vests you would quickly freeze, but with the Storm Stowaway all you do is whip open a big zipper at the bottom and a coated nylon rain jacket drops out, which you can then pull up and on without even

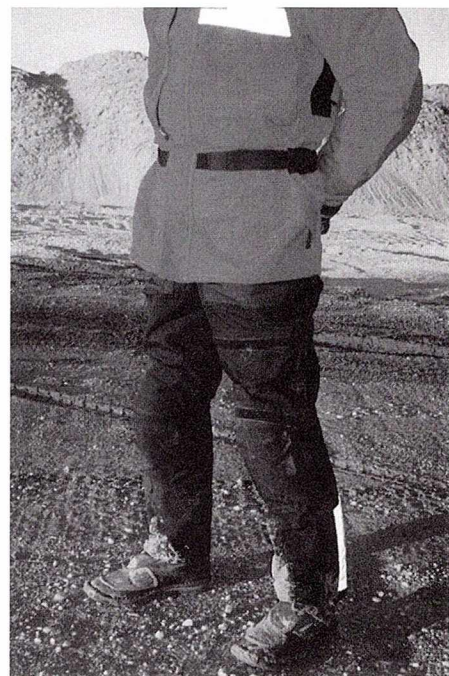


removing your gloves. When the rain stops, you fold it back into its pocket and roost on. Neat idea, really well-made product. \$168.95 from Thor

Racing, in the same colors and sizes as above.

Darien Pants

A while back we wrote about the Aerostich Darien Jacket, which is about the biggest, baddest, most serious piece of foul-weather gear you can buy, especially for winter. Since then, Aerostich has come out with their Darien pants, made to complement their jacket and also a serious piece of outdoor wear. When they first arrived, we were skeptical. By most 1995 standards, they are spodey: basic black, no embellishments, pockets and a belt; even with big zippers down the side of each leg.



Would the boys laugh us out of the woods with these pants?

Who cares? Once you use them and understand them, they are the greatest dual sporting pants made, as well as being very practical trail riding pants. Why? First, because they are 100% seam-sealed Gore-Tex laminated 500 denier Cordura nylon. They are tough as nails, loose-fitting and baggy enough to be worn over a pair of blue jeans, which is what they were designed for. You can put them on or take them off without removing your boots, just by pulling up the zipper on each leg. If you want to carry your wallet, or keys, or a handkerchief, you just shove them into the big pockets—one in the back and two in the front.

Ride with them and you're even more impressed. The Gore-Tex keeps all the

water out, from slapping wet branches to rain, and when it's cold and dry the pants are completely windproof. There are no Spandex stretch panels to leak air. In winter we wear jeans or sweatpants or Polartec pants underneath and can actually get too hot in 20-degree weather. In summer the pants might be a little warm, but Aerostich suggest wearing light shorts underneath in warm weather. The pants have Temperfoam pads in the knees, and this T-foam is also wild stuff. Super-soft and squishy when warm, it stiffens upon impact to cushion the blow.

Darien pants have a lot going for them, and we find them extremely useful, comfortable and effective, and the basic black never raises an eyebrow among the non-riding population. They would even make great skiing or snowboarding pants. They are guaranteed for two full years and can be repaired or tailored to suit. The only sticking point is the price: \$287 each pair. Only you can decide if this is what you want and whether the price is too steep, but we're very pleased with these pants and recommend them highly. Contact Aerostich Riderwear at 8 South 18th Avenue West, Duluth MN 55806, (218)722-1927.

Scott's All In One

You can tell the guys who are real tool freaks, because they're always the ones carrying socket sets in their fanny bags. Laugh at them all you want, there are still times when you sure could use a socket or two to make emergency repairs a little speedier, especially in these days of 8mm hexes and recessed side panel bolts.

Just in the nick of time, though, Scott's Performance released a tool kit sized miniature sockets and screwdriver set that holds the most you need to keep your bike in order on the trail. The kit has 8mm,

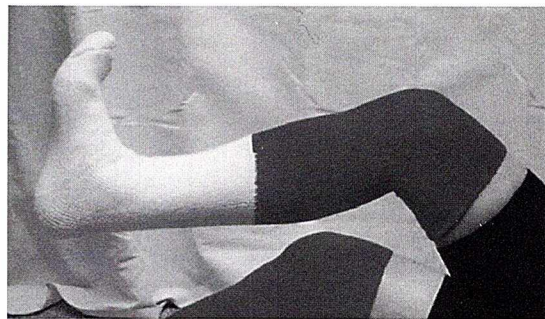


10mm and 12mm sockets, 4mm, 5mm and 6mm Allen hexes, and #2 Phillips and slotted screwdriver heads, and a reversible ratchet to make all the tip useful. It all plugs into a molded plastic holder and is light enough to carry without too much weight anxiety. The ratchet is not designed for heavy-duty use, so you'd be advised to use the tool carefully, but for most trailside motorcycle repairs it should work great. Scott's All In One tool can be found, along with a variety of other special, trail-oriented

tools, at Scott's Performance Products, 2625 Honolulu Ave., Montrose, CA 91020; (818)248-BIKE.

Moto Sox

Do you wear knee braces? Do you hate having shin guards or knee "pads" leave your skin all torn up after a ride? What you need is really long socks, but have you ever tried to find any? Hunt no more. Moto-Vated Products have come out with Moto Sox, and your troubles are over. These are the longest socks known to man, they easily pull up over your knees (depending on how tall you are, of course) and do a great job of cushioning against knee braces and the like. They are made from acrylic fiber and are designed to



wick moisture away from your legs, and can be pulled all the way up or doubled down. You can find them at your dealer, or direct for \$12.95 a pair from Moto-Vated Products, P.O. Box 5472, Pleasanton CA 94566, (510)462-7544. □

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1982 Husky 250CR Raced by Mike Guerra, finished second in GP level '82. A one of a kind bike, \$875 obo. (203)742-6928.

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1993 KTM 125EXC Factory Conn. susp., new chain & sprockets, etc. Well maintained, RI title, \$2200 obo. Must sell! (401)658-0179, lv. mess.

1991 Yamaha RT180 dirt bike, mint cond., hardly ridden, great beginner/intermediate bike. \$950 obo. Custom-built three-place trailer with storage box, \$450 obo. Call Dave Morehouse, (610)926-1118.

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(2) 1994 KTM 250EXC's both in excellent cond., \$5595 each or \$6800 for both. 1992 KTM 300EXC very good cond., \$2495. (203)645-3125 or (800)348-0070.

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1992 KTM 125EXC Good condition, revalved susp., runs strong. Asking \$1900. Call Eric at (203)349-0232.

1993 KTM 250EXC Many extras, clean, strong, dialed. \$2800. **1989 KTM 250EXC**, blown power valve, \$700. **Wanted:** KTM 350 motor and ignition, or bike at right price. Call Bill at (609)567-4712.

1990 Suzuki DR350S on DR350 frame. NJ titled, with DR350S parts bike. 1/2 season on Cycle Gear 400 Stage 5 1/2 kit, WER susp., new WB carb, CG airbox, Muzzy exh., enduro ready. \$2200 firm, will sep. Also crank, piston, cylinder and CG bored dirt carb with throttle to convert 250, \$250. Call Steve, eves., (201)328-1745.

1991 KTM 300EXC ICO, all guards, professionally maintained, VGC \$1900. 1991 ATK 406, used four times in '91, stored since. All guards, \$2500. (516)283-0898.

1992 KTM 250EXC Excellent condition, \$2200. (607)693-4060.

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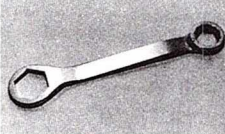
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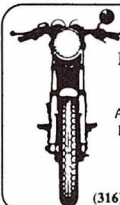
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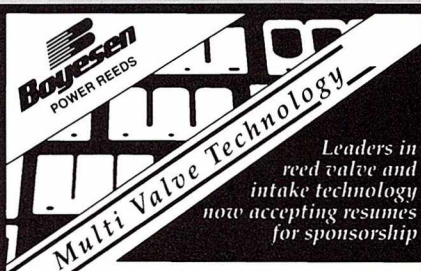
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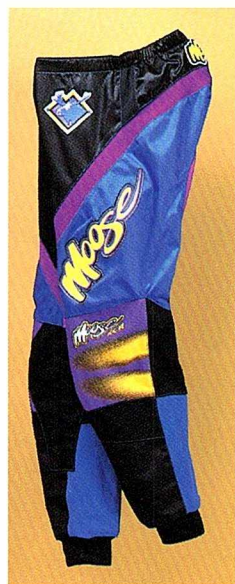
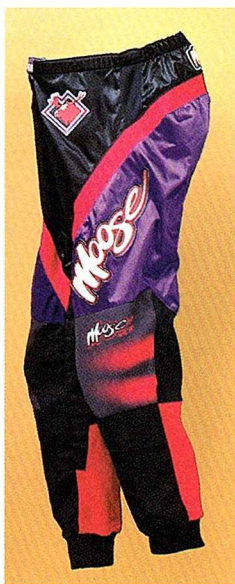
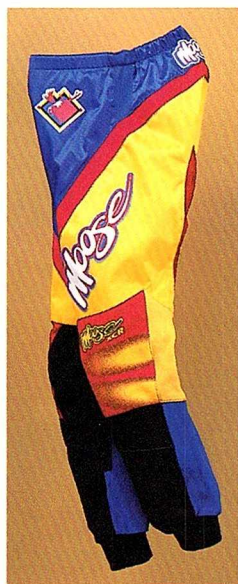
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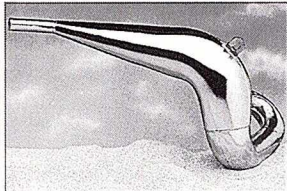
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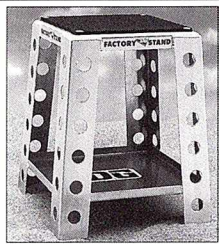
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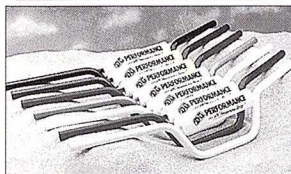
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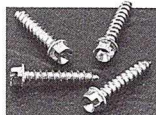
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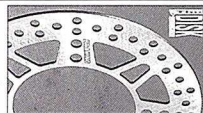
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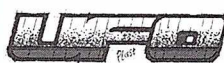
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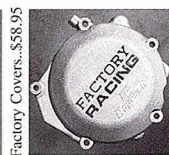
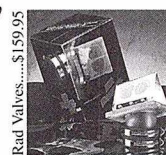
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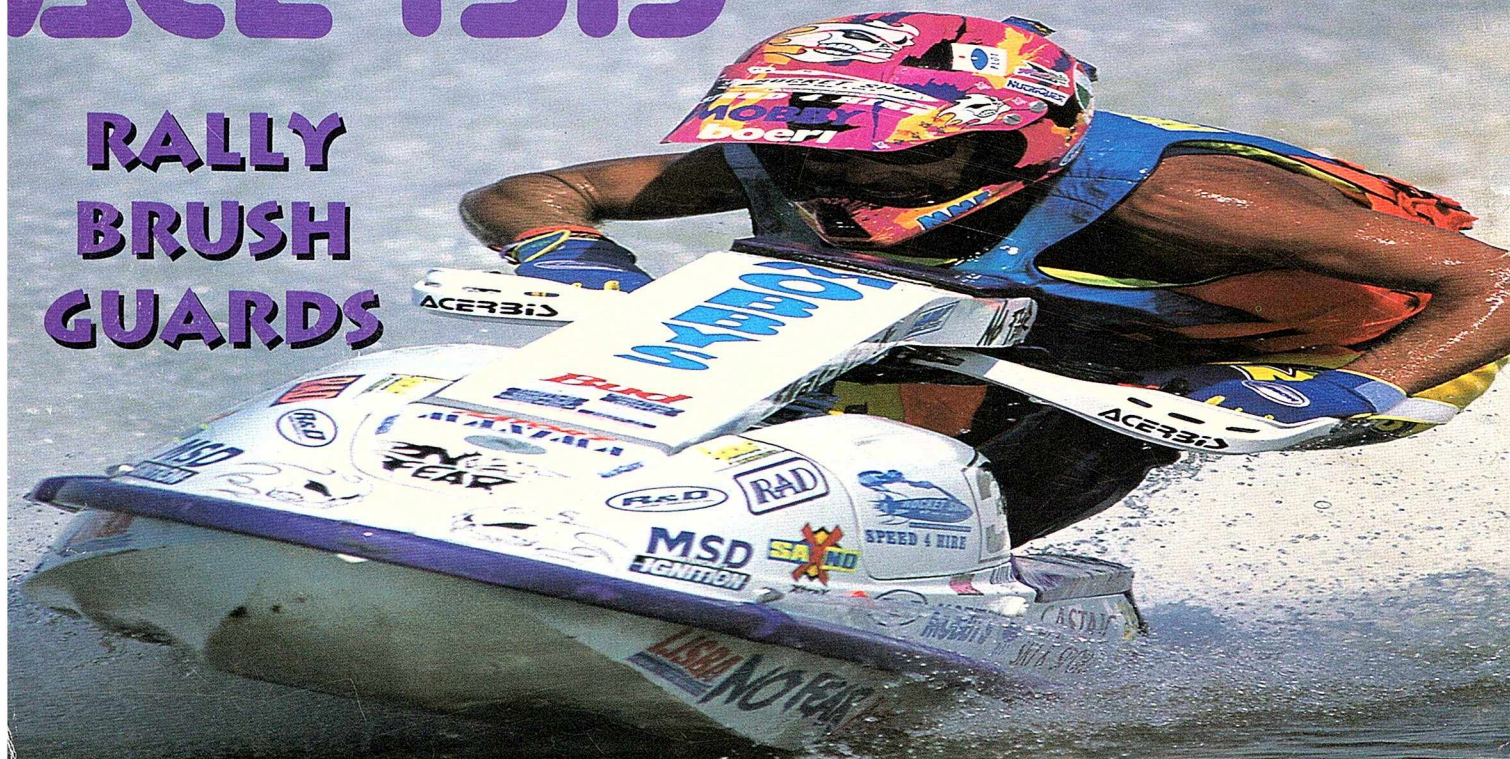
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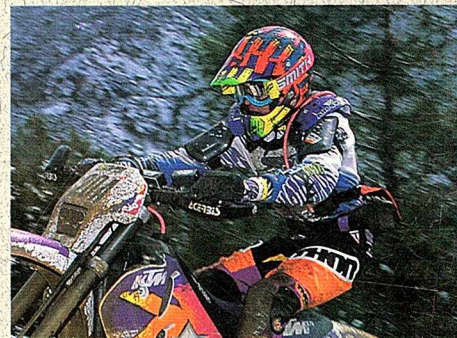


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